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PACKET EDITION

PER F.M.S. "LA PLATA"

No 8026 BUENOS AYRES, SATURDAY MAY 4, 1889. XXX YEAR

The Standard

Nil falsi audeam nil veri non audeam dicere. CICERO.

SATURDAY MAY 4, 1889.

Telegrams.

HAVAS.

THE VOICE OF THE INTERNATIONAL CONGRESS IN LISBON IS STILL FOR PEACE.

ROCHEFORT'S DEAD SON.

Lisbon, 3—The International Juridical Congress has resolved to establish an Arbitration Court to decide all questions tending to lead to war.

Paris, 3—The remains of Rochefort's son are expected here from Algiers to-morrow. Funeral on Sunday. Some papers say that Rochefort will not attend the funeral.

VIA GALVESTON.

RELIGIOUS FRAY IN MEXICO

BOULANGISTS FLOCKING TO LONDON

SCRIMMAGE IN CLONMEL, NOBODY HURT, EXCEPT DR. TANNER

THE CZAR THREATENED AGAIN.

AUSTRALIA DECLARES FOR IRELAND.

THE SAMOA NUISANCE

New York, 2nd—A telegram from the *Times* of San Antonio, Texas, announces a desperate fight at Guanajuato, Mexico, betweeen a mob of 200 people and thirty policemen and soldiers, involving the death of several of the former. The cause of the row was the arrest of five Jesuit clergymen who had preached sedition from the pulpit. The mob attempted to rescue them in prison, but they failed.

London, 2nd—Mr. Parnell's cross-examination continues. The Irish leader declared that he had always opposed the use of dynamite and violence, advocated by the American party; that he made several speeches in the House of Commons to that effect. He produced extracts of his speeches and of his manifesto in 1881 condemning outrages and illegal means.

London, 2nd—Boulanger has summoned a council of his party to meet in London on the 16th inst.

London, 3rd—At sitting of the Parnell Commission yesterday several declarations and statements were compared, the object of which was to incriminate Mr. Parnell, and prove his complicity in conspiracies and assassinations. Not the slightest proof could be produced of any complicity of the Irish leader with the Fenians, nor of his connivance in any conspiracy or assassination.

Dublin, 3rd—Dr. Tanner and Messrs. O'Connor on their way from Tipperary to Clonmel were enthusiastically received by the people, At the station in Clonmel the prison van was waiting for them, to convey them to jail. They refused to enter it, and a serious disturbance ensued. The people became furious, and the police, to avoid a general revolt, allowed the prisoners, excepting Dr. Tanner, to walk to the jail. Dr. Tanner was seriously injured in one foot during the scuffle.

Cronstadt, 3rd.—The police have discovered explosives meant to blow up the Czar.

Stuttgart, 3rd—It is said that the King of Wurtemberg has recalled his old North American Councilor Baron Samget. It is thought that there is an intrigue to force Minister Mottnacht to resign.

Melbourne, 2nd—A monster meeting in favour of Irish Home Rule was held yesterday, Dillon's speech caused wild enthusiasm. A thousand pounds, was subscribed for Ireland's cause.

London, 3—The *Times* correspondent in Berlin says that Salisbury has made a false step in supporting Germany in the Samoa question and making England appear as a Continental Power, where as she is daily more isolated, and should cling to America.

MONTEVIDEO.

(From our special correspondent.)

Montevideo 3rd.

The Chamber of Deputies has sent the project revoking order of banishment against General Santos to the Legislation Committee.

Bolsa flat owing to this.

National Bank shares 172.

Obras 91.

Italian bank down to 104, due to trouble about shares of Obras.

It is expected that the sale of houses in the Barrio Reus will give good results.

REVIEW FOR EUROPE.

The country is still groping in a financial fog, and although the energetic policy of the Minister of Finance has somewhat lessened the nebulosity that was growing thicker every day, in the midst of a mad and reckless gold speculation, still much uncertainty and some uneasiness hang round the situation; not that the Minister lacks the will and the ability to dispel the gloom, nor that the country be unable to emerge successfully from the present financial meshes that have entangled us in a currency at 35 o/o discount, but owing to an instinctive conviction that the source of all these financial disorders lies not so much in the abuse of a gold speculation on 'Change as in other quarters, where inflation of credit, bolstering of land speculation, and practically unlimited supplies of mortgage cedulas are neutralizing many of the excellent effects reaped from the Minister's forcible policy. In fact, the country is beginning to realize that some more radical measures are needed to appreciate the currency; and the Minister of Finance is called upon to explain his intentions, and that he will very soon do before the bar of Congress, where his bills will find preference and will come up immediately for discussion. Meantime, the market pauses to watch the unfolding of that programme and discuss its merits.

The stoppage of the gold speculation on 'Change is an enormous economy to this market, but sooner or later the elements that dabbled in gold will go to swell the already inordinate proportions of the speculation in stocks. A great point, however, is gained, since the market will no longer be at the mercy of banks or cliques in the most important of all mediums—that of the legal tender! The speculation in gold is doomed, but not so the rise and fluctuations in the premium, although the violence of the ups and downs has been considerably mitigated by the Varela decrees. The barometer of the premium is now settled at will of the Board of the National Bank, which is kind enough to let gold leak out of its vaults in driblets of $260,000 per diem, on the assumption that this is quite sufficient an amount for this market, one of the largest and most important in the world. There are many who argue from experience that the Buenos Ayres market does not need more than £50,000 per diem, and there are a few who are positive in their belief that this market needs no gold whatever. The position of the market in this respect will be very rapidly defined. We are going through a stage of expectancy, we are feeling our way, and our final course depends on the bills of the Minister before Congress.

Governor Paz opened the Legislature at La Plata on the 1st inst. In a lengthy message he drew up the work done by government in 1888,—and the results are a compliment to the industry and integrity of the popular governor. In another column our readers will find extracts of the message, with some interesting figures about the banks and railways of the province. In the last two years, Governor Paz has succeeded in restoring order in the finances of the province and wiping out the bad effects of previous misgovernment.

The Congress session will in all probability open next week, and the inauguratory message of the president of the republic is awaited with impatience, as that document will throw much light on the financial policy of the government. It has been the good fortune of the president to record at the opening of every session the extraordinary progress of the country, and no year has been so thoroughly satisfactory, so full of unexpected results, as 1888, the presidential record of which will appear next week. Talking of Congress, Senator Roca has been elected 1st Vice president of the Senate. Owing to the absence of Dr. Carlos Pellegrini, General Roca is now Vice-President of the Republic as well as of the Senate.

The merchants of Buenos Aires gathered in the streets on Monday and marched in procession to the Government House to congratulate Minister Varela on his recent measures putting a stop to the gold speculation and requesting him to follow up his vigorous policy. There can be no doubt that the commercial body are nearly unanimous in their approval of the Minister's measures, and whatever arguments may be urged against the unconstitutionality of such a policy, it remains certain that the country supports the new order of things—as the disappearance of the gold gambling is an immense boon to the community.

In another column our readers will find full particulars of the loss of the Pacific steamer Cotopaxi. From the degree of latitude given in our telegrams, it would appear that the unfortunate steamer sank, after striking on a rock, in the North end of the Mercier Channel, not the Smyth Channel. The greatest credit is due to Captain Hayes and his officers for the order and alacrity that saved the lives of two hundred people in the short span of eight minutes. This disaster recalls the sinking of the Italian steamer Italia on the same coast, but in very different circumstances: in the latter case the strong fought their way to the boat knife in hand and frayed a passage across writhing bodies. The salvage of the Cotopaxi's passengers is an honour to British seamen.

One of the most remarkable collateral effects of the stoppage of the gold speculation is the great spurt in business in real estate. Houses in the city and farms in all parts of the province are rapidly changing hands at increasing values. Sites in the Calle Florida near the Plaza Retiro are now considered cheap at $200 per square yard: the same price is paid for sites in the streets running from east to west near the centre. Small houses, which two yerrs ago were rented at $60, are now fetching $120 per month, and rents are rising daily. Capital is going faster and faster into real estate, and the prices paid for farms in the province appear fabulous at times. The rage for starting Centros Agricolas under the ægis of La Plata Cedulas continues with an intensity that threatens a collapse somewhere before long. In fact we are still in the midst of a booming land speculation, and as yet there are no signs of a fizzle.

Affairs in general are most satisfactory, not only here but in Montevideo where everything is reviving under the stimulating influences of Argentine capital. In the Mount everything is on the move, and a general rise in values is imminent. The situation in Paraguay is also very hopeful. The Paraguayan Government has issued a decree ordering the sale of the Asuncion Villa-Rica Railway, which will be bought up by the railway company organized by Dr. Stewart—a most promising undertaking.

Speculation on 'Change is concentrated in stocks. A great bearish movement put down National Bank Shares, but the stock is reviving fast and will soon again reach top figures. Affairs in exchange circles are not so satisfactory, and as the dull season creeps in the rate falls. We quote :—

London 47⅛-3/16d.
Paris 4.97-97½ francs.
Antwerp 4.98-5 do.
Hamburg 4.01 marks.

THE AVENIDA MAYO.

WHAT A BOULEVARD MAY COST.

REPORT OF THE CENTRAL COMMITTEE.

The progress of the Boulevard-works is now quite apparent. Houses are knocked down one after another and with a stretch of imagination and the report of the Central Committee one may view in perspective the realization of Don Torcuato's dream. The old Cabildo is no more. Its tower is gone, and the passer-by may now indulge in a sectional view of the beehive of lawyers' offices which make up the remnant of the old building, once the pride of Buenos Ayres. The embellishment of Buenos Ayres demanded the destruction of the Recoba, and down it came between night and morn. The Cabildo now goes, and the outline of the grand boulevard is quite distinct to the passer-by.

Let us now turn to the report of the Central Committee and form an idea of the money sunk in this colossal work. Here is the report 'in extenso'. Our readers will judge for themselves.

B. Ayres April 30.

To the Intendente, Don Guillermo Cranwell.

The Central Committee believe it their duty to lay before you a full report of work accomplished while you held the post of Intendente. The task of drawing up this report has been attended with considerable difficulty. When Mr. Torcuato de Alvear was Intendente, great works were accomplished, which show the patriotic interest he took in the progress of the city. He it was who conceived the idea of opening boulevards in the great capital of South America, and under General Roca's administration, he began the Avenida de Mayo, which now approaches completion, since we may say that seven-eighths of the difficulties have been overcome, and those difficulties, we may say, were handed down to us from the Alvear administration and were the result of the misinterpretation of the law by virtue of which the Boulevard was to be built. The Committee, Sir, as well as the Supreme Court, qualified the attitude of the Municipality as a mistake, since the law was not interpreted in the spirit in which it was sanctioned by the Legislature; that is, the total expropriation of the properties affected by the Boulevard The dispute raised on this point gave rise to the decision of the Supreme Court, which placed the law in its proper light. It was owing to this interpretation of the law that houseowners raised a storm of opposition, demanded fabulous prices for their properties, and seemed entirely to forget that the very project they were opposing was calculated to benefit them most materially, as well as the public in general. If the proper course had been followed from the first, the Boulevard could have been opened shortly after the promulgation of the law. But, difficulties were engendered, and to-day the Municipal Exchequer will be heavily taxed to overcome those difficulties. Permit was even given to many people to build on sites that were to be crossed by the Boulevard.

In spite of all these difficulties the Avenida de Mayo approaches completion. A few houses have yet to be knocked down.

According to the table to which we beg to call your attention, you will see that since the administration of Don Torcuato de Alvear the sums sunk in expropriations, indemnities and purchases amount to $1,853,467, and we have yet to pay $792,165; say, in all, $2,645,632.

We shall now proceed to enumerate the credits voted for the purpose of covering the cost of the work. Congress, in passing the law, voted a loan of 4 millions, which was launched at 72 per cent. and yielded $2,800,000. The Honourable Council voted in this year's municipal Budget $2,000,000. This makes a total of $4,800,000. From this amount we must now deduct $1,853,467 paid and $792,165 to be paid, which leaves a balance to be sunk in other expropriations of $2,234,368.

In the accompanying table you will also see the number of houses with the proprietors of which no arrangements have as yet been arrived at, but which are to be expropriated. Of the other sites affected, the parts required for the Boulevard have been ceded gratis by the owners. The Committee, by virtue of the right conferred by the Intendencia, have exonerated such owners from building and other similar taxes.

The Committee beg moreover to state that the Municipality have purchased several valuable sites, which on the completion of the Boulevard may be sold at considerable profit. The Committee have also succeeded in creating a tax on all properties facing the Boulevard, the "Delineation-tax." This measure has been adopted with a view to counterbalance the opposition raised by certain house-owners against the boulevard and the municipality for building that Boulevard. The most complete arrangements have moreover been designed for the placing of water-pipes, sewers etc. on either side of the Avenida.

The committee beg to call your attention to the necessity of prohibiting the running of tramways along the Boulevard.

In the foregoing paragraphs you will find a brief sketch of the work accomplished; and before concluding, the Committee deem it a duty to give every publicity to the energy and activity with which you have contributed to have the work carried out.

IMPORTANT WORK UPON THE MINES OF THE REPUBLIC

MR. HOSKOLD'S REPORT.

We have previously had occasion to refer to this work, and now have a copy before us. It has been specially written for the Exhibition of Paris, and contains over 600 pages, ranging over 25 chapters, of large official size.

The mines of the provinces and National territory have been dealt with in a practical and scientific manner hitherto unprecedented, and we very much doubt if ever it will be superseded by a work of greater interest and utility. In fact, as far as we can judge, this work is far in advance of its time, and we believe that it may be consulted a hundred years hence as a standard work upon geology, mineralogy, mining and legal mining science.

The author informs us, in the preface, that the whole, including maps, plans, etc. illustrating it, was prepared within the short space of twelve months; and here we have a most astonishing proof of a hard worker and thinker of indomitable energy and extraordinary power; such, indeed, as we suppose few professional men possess. In a word, it is a marvel how so much technical and practical matter of various kinds could have been conceived and put together in such a clear and masterly manner in such a short space of time. The author has not only justified his former repute and ability, but he has conferred a great honor upon the Republic which the National Government will not be slow to appreciate and acknowledge. We happen to be aware that the Government is proud to possess such a man as Mr. Hoskold at the head of the mining interests of the country.

This man is known throughout Europe as an excellent mining and civil engineer, as well as a scientist, and hence he has been elected a Fellow and member of various learned societies. He has also written several works of great importance upon mining and other matters connected with his profession, the last of which appeared in 1877. This was an elaborate work upon the very difficult but important subject of the science and practice of the "Valuation of Mines", and it was the first published work upon that subject. One of the most severe critical English journals is the *Athenæum*, and in its review of Mr. Hoskold's work it said: "It is of too technical nature to receive a detailed notice at our hands." Another important London journal also stated in its review that "none other than Mr. Hoskold could have written it".

This being the case in England, where learning and science is at its highest perfection, we are not surprised that the Government very properly selected Mr. Hoskold to write the history of mining for the Exposition at Paris, and we are confident that there exists no person in the Republic capable of handling this undertaking single-handed better than the author.

Mr. Hoskold had fortunately devoted nearly four years to the study of the mines and geology of the Republic before he became connected with the National Government, and during that interval he collected an immense amount of useful material which has enabled him to write the present work. He is therefore making a very valuable present to the Government and to the Nation, and it is to be hoped that Congress will not fail to appreciate this devotedness to the welfare of the Nation.

As is well known, Mr. Hoskold is Inspector General of the mines of the Republic, and also Director General of the National Department of Mines and Geology. He has also been appointed Special Commissioner to represent the mining interests of the Republic at the Paris Exhibition.

In chapter XVI. Mr. Hoskold shows in a clear manner the immense value of the Government fiscal rights in the mines, and how the national debt may be paid from that source. The investigations in this book are so many and of such varied nature that we are unable to give more than a general notice.

The book of Napp, compiled for the last Philadelphia Exhibition, was considered for a long time as *the great* work of the Republic, but it was put together from the contributions of several persons, whilst the work before us is the work of a single mind and one pair of hands, and there is as much difference between the work of Mr. Hoskold and that of Napp as there is between daylight and darkness.

In a word, this is the first time that the mining interest of the Republic has been treated in an intelligent, practical and reliable form, and we heartily congratulate Mr. Hoskold on his grand achievements, and trust that he may live many years to enjoy his justly merited repute.

A TRIP TO MENDOZA.

STARTLING DISCLOSURE.

RAILWAY MATTERS WORSE THAN EVER.

(Continued from 2nd Page.)

On our arrival at the station in Rosario about 3 p.m., after weighing, we placed our baggage on a truck and made a contract to have it carried immediately to the other station. Our coach had hardly left the station when all our baggage was wheeled back into the baggage room and locked up for the night; all the clerks in the office disappeared, and the station doors were bolted and fastened, and the employees had all left. This was about 3.30 p.m. What kind of Rail-Road management is this—when the baggage of a large number of travellers is taken and locked up and they left to remain over, or proceed on their travels without baggage? Fortunately for us, two of our travelling companions returned to the Station, found it closed, and with great difficulty had the gate opened, baggage room unlocked, and kindly brought away our effects when bringing away their own. There was not even a watchman left on the premises. This indifference to the interests of the public; this contempt of all the rights of travellers; these insults to the nation which has given the Company all it possesses; this contempt of all who give them their daily bread, calls for the iron hand of Justice to be placed heavily on its shoulders. All of the important Western provinces; Mendoza, San Juan, Rioja, Tucuman, all suffer, and have been suffering for years from the nonperformance of its just and legal contract with the Government. Not a merchant in those most important Provinces but has been from time to time seriously damaged by the non-delivery of his goods, in amount aggregating millions. What kind of R. R. management is that when the principal depot of a line of 800 miles of Rail-Road is closed at 2½ or 3 p.m. and principals and agents are away, and travellers baggage locked up? If the principals in this do not discharge their subordinates, they themselves should be imprisoned.

Since writing the above I have met a railroad contractor who has passed some weeks at Tucuman and Mendoza. He assures me that the roads north of Mendoza are much worse than the roads I refer to. Rotten as these roads are, those exceed them. I receive from others the same statement. If this be so, in the name of justice to the provinces let the Government stop, and stop for ever, subsidizing railroads and granting concessions. Stop the paying of subsidies until the roads perform their contracts.

I will here state, and I state it without the fear of truthful contradiction, that there is not any evidence to show that due diligence has been shown on the part of these railroad companies to keep open the road, or to keep it in good working order, or to show that there is one competent railroad man from end to end of this road, in the employ of the companies whose hands have not been tied. There is not one fact to prove the contrary, and for some three weeks the entire commerce of the west has been suffering. But what care these companies? They receive punctually their fat subsidies in gold from the Government, and they know that persons who cannot go to-day must wait until to-morrow, or next week, or next month. In truth, the whole management is rotten and wants "wiping out". There is not to be seen at any of the important stations a single pony engine, and there is not a single hand-car to be seen on the entire line, where there should be at least fifty.

I notice the following in your edition of the 23rd inst: "The manager of the Northern Ralroad has filed a complaint against Inspector Iriarte for having ordered certain carriages to be withdrawn. The Inspector says they are not fit for service. The manager says they are alright, and Dr. Araoz wants a certificate to that effect. We learn that the carriages in question are over thirty years in service." I would respectfully ask the learned Doctor if he is not fully aware that these roads, one and all, can furnish him with any quantity and quality of evidence their interest demands? I would respectfully suggest that the Inspector examine the cars and locomotives of the F. C. C. [illegible], and that he should condemn two-thirds as absolutely unfit for the safe transportation of human beings. On my way to Mendoza my attention was particularly called to the first car in front. It was a huge black English Catafalque. There were strong iron steps leading from the platform to the top of the car. Whenever the ticket-puncher wished to pass from the cars in front to the cars in the rear, he would climb up these iron stairs and pass over the top of this Catafalque. This car was nearly in the centre of a train of some twelve to twenty cars. Of these twelve to twenty passenger cars no two were alike—no two belonged to the same generation or to the same family. This collection of cars was likened to an old Jew shop for variety. One old, black engine that I examined had not been cleaned for months. The only clean portion was the bright part of the pistons; not even the platform had apparently been swept for months.

Dr. Araoz wants evidence! Great God! Managed as these miserable roads are, they can furnish any evidence he wants if it is to their interest to do so. Look at that terrible burning, that roasting of men, women and children, locked into their burning tombs!! Has there been any change of burning fluid? Has any attention been paid to the remonstrances and requirements of the Government in any particular? Let Dr. Araoz be empowered at once to arrest all officers connected with the direction of the running of the cars if they permit one single light of petroleum oil to be used, and to at once imprison one and all. There is no lack of candles; oblige them to use other lights than petroleum. Dr. Araoz is doing a grand and good work, but he is not doing one-tenth enough. The subsidised railroads have for so many yesrs been fattening upon this generous Republic and the long-suffering patience of this people, that they now assume the right to continue it. Nowhere in any half-civilized country are such continuous impositions submitted to by the people. Go to Chili, and you see no such conditions exist. In truth, these roads, like the Rosario and F. C. C. A., are simply elongated human burning and slaughter pens, as proved from the past. In truth the railroad management is rotten, rotten, rotten from Dan to Beersheba. The whole thing wants either complete change or instant annihilation. Better that the whole system be completely destroyed than continued.

Enter the Central depot for a ticket, wait for the ticket hole to be opened before the out-going of any train, and you witness a rush, a jam, a push and a squeeze for the tickets. The weak are put aside by the strong. Then on arrival of the cars—a rush, when the strong push aside the weak—a daily scene that is only equalled in the United States or England at a prize fight. This thing should not be. A man stationed in the office, a man at the entrance of each of the cars, and all can be avoided. Women and children will cease to have their clothing torn or disarranged, and the feeble to be trampled upon by the strong.

Traveller.

Railway Items.

INSPECTOR CORNIANI'S REPORT.—MESSRS. NOUGUIER AND CO. APPLY FOR A LINE FROM CAPILLA DEL SEÑOR TO GILES. THE BATIGNOLLES COMPANY IN THE FIELD. A FEW REMARKS AND FIGURES ABOUT THE WESTERN RAILWAY.

Mr. Corniani, C.E., has just issued his monthly report on the progress of the works on the Monte Caseros, Corrientes and Posadas Lines. Mr. Corniani's report is for March, in the course of which month 278,608 cubic metres were thrown up, which makes up a total to that date of 1,960,921. The earthworks now stretch over 201 kilometres. Rails have been laid as far as kil. 22 from Monte Caseros and kil. 9 from Corrientes. There are 4000 men at work: of these 2,215 are engaged on the earthworks. During the month the following rolling-stock was in service: 12 locomotives, and 110 wagons of different kinds.

Messrs. Nouguier and Co. are in the field with an application for privilege to build a railway from Capilla del Señor to Giles. They propose to construct the line under the same conditions contained in their contract to build a line from Rivadavia to San Antonio de Areco. The line which Messrs. Nouguier and Co propose to build would connect two important railwsys (Nouguier and Wilkinson to Melincué) by means of a branch from kil. 38. Furthermore, the proposed line would have the advantage of affording an easy outlet to several rich districts by connecting them directly with the Madero Port.

Government has approved the contract presented by the Batignolles Railway Building Company for the construction and working of a line from Villa Mercedes to Rioja. This line is to be known as the North West Argentine. This company bind themselves to present new plans for the crossing of the rails of the Andine and Argentine Great Western.

Messrs. Pelleschi and Co., concessionaires of the Villa Maria and Rufino Railway, have applied to Government for leave to use iron instead of wooden-sleepers, owing to the difficulty of procuring the latter.

Mr. Sampito has applied for privilege to land free of duty all the necessary material for the construction of the San Cristobal and Tucuman Railway.

Inspector Quesada's report on the unfortunate Central Entre Riano Railway was received yesterday by Dr. Araoz. The Inspector says that the rains and the floods caused by the rising of the Gualeguaychu, Gena, Cala and Gualeguay, covered the line and rendered traffic impossible. The manager had a hard time of it, but finally succeeded in re-establishing communication between Parana and Tala, but between this last-named town and Uruguay communication by rail is as yet impracticable. Traffic will soon be resumed between Rocamora and Uruguay. The damages caused by the Gualeguay inundation are far more considerable than was at first thought. Three kilometres of earthworks were washed away.

We had occasion yesterday to glance over a letter dated Mendoza April 29 and sent by Mr. W. Roberts, manager of the Argentine Great Western, to Dr. Araoz. In this letter Mr, Roberts explains the causes of the terrible delays on that line, and shews that it is next to impossible to run the sleeping-carriages direct to San Juan, without seriously interfering with the time-table and causing inconvenience to the public. Then the trains to San Juan run always by day. Nevertheless, we note that Dr. Araoz insists in running the sleeping-carriages direct to San Juan without changing at Mendoza.

Those of our readers who reside in Almagro or who pass that muddy neighborhood in one of the ever-crowdod Flores trams may have still a fresh recollection of the old "vasura" yard; of the sweet perfume which exhaled therefrom and embalmed the morning air; of the long string of carts laden with cabbage stalks and offal of every kind, and finally of the greasy lot of drivers who invariably blocked up the tramways. Well, that poetic and picturesque scene has been done away with. Railway enterprise has marked the place for its own, and the Western Line is erecting a station on the perfumed spot. The structure is now rapidly approaching completion, and when finished its neat appearance will contribute to efface the recollections of that unhallowed and unhealthy yard. It is a pity the Municipality, whose wakeful eye is ever on the look-out for some means of embellishing the city, did not purchase the yard long ago from the railway, and turn it into a park. All Almagro was clamouring for such a desirable step. Perhaps, the railway was determined to keep the yard. The erection of a station and deposits will unquestionably tend to purify the spot, though, we fear, for some time to come, the scent of the cabbage-stalks will hang round it still.

Talking of the Western Railway, we refer our foreign readers to the message of the Governor, which we published yesterday, and which shows what a valuable property the line is. Every year shows a steady increase which on an average we may set down at 20 per cent. We mention this point, with a view to bring more boldy into relief the advantages which a strong company would derive by purchasing and improving the line, since the railway is to be sold. The Western Railway has 961 kilometres open to traffic. Soon it will have over a thousand, and in the hands of a strong and enterprising company it could be made the largest trunk line in South America. The annual net earnings average 9 per cent. If properly worked, and under sound, economic management, that figure could be raised to very near 15 per cent. Such a prospect should be taken well into account by capitalists abroad. The government bill for the sale of the line will be discussed in the Provincial Chambers this session, and as tenders are to be called for the purchase, we should strongly recommend capitalists in London not to hesitate. The opportunity is a golden one, but how many opportunities are now slipping through the fingers of our countrymen.

To enter into further details to shew the progress of the Western Railway, let us look at the Annual Report for 1888 which has just been issued. We see that the working-expenses during that year were $2,873,622,40 against $2,477,713,55. In 1886 the working-expenses were higher than in 1887. The proportion of expenses to returns may be set down at 63·65 per cent in 1886; 53·59 o/o in 1887 and 59 o/o in 1888. The net earnings in 1887 were $2,612,801.47, and in 1888 they fell to $1,993,927, which represents an earning of over 8½ per cent in 1887 on a working capital of $25,195,707, and of 7·26 per cent in 1888 on a capital of $27,474,283. In 1887 there were 951 kilometres, in 1888 961, open to traffic. The net earnings were therefore $2,274 during 1887 and $2,074 in 1888. In the course of last year, over 17 kilometres of rails were received, and the consumption of coal amounted to 30,000 tons. On an average every locomotive consumes 9 kilograms of coal per kilometre, say $0,245. The traffic compared with that of 1887 was as follows :—

	1887	1888
Passengers......	2,462,300	2,713,189
Parcels, kilograms..........	17,069,684	17,964,628
Goods............	865,183,817	932,068,785

Over 474,000 head of cattle were carried over the line in 1888 against 439,000 in 1887. In the course of 1887, no less than 61 accidents occurred, whereas the number of mishaps in 1888 was only 33. Last year 16 people were killed and 18 wounded. The speed of the trains was from 45 to 60 kilometres per hour.

The kilometrage run by the Pacific Line in 1888 was:—Locomotives, 1,518,272; carriages, 3,318,577; wagons, 7,607,888. Total, 12,444,737 kilometres.

The kilometrage run by the Rosario Line last year was:—Locomotives, 1.711,101; carriages, 7,397,182, wagons, 22,517,252. Total, 31.625, 535.

Messrs. Lucas Gonzalez and Co. have been authorized to raise the level of the bed of their line besween Taclame and Santa Rosa stations. This step has been suggested by the damages caused by the recent rains.

Inspector-General Schneidewind is of opinion that a detailed inspection of the Andine Line between Rio Cuarto and Villa Mercedes would be adviseable, in view of the complaints lodged by Engineer Seider.

Owing to the great distance of Chubut from Buenos Ayres, no government inspector will be sent down to see about opening the line. The company will be authorized to do so on their own responsibifity.

The Railway Board has accepted Engineer E. S. Thomassen's offer to act as Inspector of that Board in the railway system of the Republic. Mr. Thomassen has been connected with railways for many years on the west coast of this continent in the days of Meiggs, in Australia, in India, where he inspected the entire railway nets of that vast empire, and in many countries in Europe. When on the west coast some years ago he performed the great feat of crossing this continent on foot from Chimbote to Para—105 days' voyage. This is a feat equal to Paul Maredy's. As Inspector of the Railway Board Mr. Thomassen lays claim to no salary, and promises to draw up a detailed and extensive report of his inspection.

The Minister of Finance issued orders to-day to pay to the local Board of the Pacific Railway the amount of £8,324 8s. 8d., on account of guarantee running from March 30 to June 30 of last year.

THE FINANCIAL SITUATION.

(From the "Prensa")

The rate of exchange has risen and the gold premium has fallen, but these roseate results should not deceive us, as the elements on which the country relies are being exhausted to secure short-lived effects.

What can we expect from the pawning, discounting, and sale of values of the Government to secure gold and appreciate paper, when the financial condition of the country is not improved?

Shall we be deluded merely into the belief that there are no breakers ahead? When expenditure and speculation, as in 1885, shall continue greater than ever? How long will such a deceptive situation last? As long as the funds thus artificially brought into the country last, not longer.

Whilst the present causes are at work and the exchange market wavers, the drain of gold will continue and we shall soon be face to face with a situation rendered still more dangerous by increased expenditure and improvidence, on the brink of a crisis.

When the government runs short of gold, what will be the situation? Pawned as we are to the very eyes, the situation will be terrible, the depreciation of the currency in-calculable, and the cost of living unbearable. At 57 o/o gold premium living is outrageously costly; what will it be with gold at 100 o/o?

In spite of the enormous resources of the Government, gold stands at 57 o/o: when those resources are exhausted, where will gold go to? The results we can foresee in a shrinkage of businesss, a falling-off in immigration, and a crisis in wages and rents.

The policy of the Argentine Government compares unfavorably with that of other nations under similar circumstances. Here nobody studies the causes, and we rush at a patching policy to tide over emergencies.

The depreciation of our legal tender has been eclipsed only in the States during the panic of the war, in Austria in its crisis, and in Chile during the West Coast struggle: we need not go so far back as Law and the Assignats.

The Press of Buenos Ayres is much to blame for this situation, owing to its steady advocacy of fresh paper issues. There are only too many here who opine like the famous Labor and Greenback party of the States. Let us remember Lord King's words: "Only the most scrupulous attention to the value of gold and the state of foreign exchange can afford a sound criterion in regulating the amount of paper."

Nearly all nations have been most careful in the issue of paper money. England in the Napoleon wars suspended payments, but was saved by the great intelligence of Pitt. In the first three years the banknote was nearly on a par with gold. Bad harvests in 1800 caused the first substantial depreciation; in 1810 the discount in paper reached nearly 13½ o/o. Imprudent liberality in the issue of paper caused in 1813 a depreciation amounting to 29¼ o/o, but paper was destroyed, and in 1816 the banknote was again nearly on a par with gold. In 1819 Sir Robert Peel brought the country bank to specie payments. These splendid results were obtained by the financial caution of English Statesmen.

Another exsample is that of France from 1870 to 1877. Such was the care of French financiers and the confidence of the people that the discount of paper money fluctuated between 8 and 25 per mil.; on some occasions paper was at a premium even.

In the States the paper issues reached 760 millions, say $21½ per inhabitant, and the principal cause of fluctuation was the varying fortune of the Civil War: in 1879 specie payments, however, were resumed. The States to-day are a model of free-banking or national banks; these banks in 1888 numbered 3140, with a capital of 592,621,000 m/n.

Chile, in spite of her narrow territory, the losses of the war, and the fall in the price of metals, is emerging from all her difficulties, owing to the economy and prudence of the government.

In 1858-59 Austria made an attempt to return to specie payments by a decree abolishing forced currency. The result was an artificial and shortlived fall in gold, and the indebtedness of the country and the drain of specie soon upset the equilibrium. The same happened in Russia during the Crimean War, when the Minister of Finance endeavored with the help of the state bank to bring back the country to specie payments, by establishing a decreasing scale for the price of gold and selling the Bank's specie in exchange for its notes.

Now let us look at Italy, battered and ruined by the Austrian Summer War of 1866. Popular and Savings banks were established all over the country; the people were induced to economise and save, the finances were put on a sound footing, budgets were balanced, and the government steadily prepared the road to return to specie payments. In 1880 Dr. Magliani presented his Bill to resume specie payments; a special committee was named to study the bill and report if the country were ready for the great change; the leading economists of Italy were named on this committee, and their report was read in 1881, and the law voted on 7th April of that year. After all these preparations and preliminary studies a loan for 644 million lires was negotiated and forced currency abolished without producing the slightest commotion.

Let us do the same.

A. Right.

CORRESPONDENCE.

"A leading English merchant has favored us with the following :—

Buenos Ayres, May 3.

To the Editor of the *Standard*

Dear Sir

"It has been strange to me that no one has entered into the lists to show the faith that is in him, of approval of the recent decree of Minister Varela.

"The Press, with some honorable exceptions, has been even violently "en(contra)", and the favorable publications have almost "damned with faint praise."

"Any lover of free trade finds it hard to justify the prohibition to trade in the only article whose stability is unquestioned, or that the Bolsa is not the correct place for such business.

"It is hard to uphold decrees which, on the face of them, are arbitrary, and to appearances unjust.

"What, then, justifies us in supporting the Minister?

"I say that these decrees are the logical outcome of the unfortunate liquidation of June last year; that those immediately to blame for the cause are: the Bolsa, the Camara Sindical, and its most worthy President.

"Señor Legarreta,—in his almost heroic struggle to minimise the disaster which threatened the establishment over which he presides,—committed an enormous mistake, and the brokers, in backing him, proved most fatally for themselves, that they were not a proper body to entrust with the management of the World's Standard of Value, and the Nation's means of exchange.

"Instead of allowing the boil to burst, they forced it back into the system, perhaps to the patient's immediate relief, but to his ultimate destruction, and until the brokers learn that their business is a very serious matter, affecting the widest interests,—and not one that can be played at by all the little boys about the town with something of the "heads I win" "tails you lose" style.—there will be no improvement, and they are justly rejected. "They have been weighed in the balance and are found wanting."

"Now, whether the Minister's measures will tend to lower the premium of gold is, to my mind, very doubtful; but they should tend to steady it, and that would be a distinct gain, whether the quotation was at 150 or 200.

"I agree with those who say that for the fall there are only two sure motors:—the Nation's increase in wealth, and greater economy in the Government.

"Yours truly
"IMPORTER"

EDITOR'S TABLE.

No very particular news from any quarter of the globe yesterday. Galveston's news of the morning about the launch of Lord Dunraven's yacht caused considerable hilarity. There must be an awful "seca" in the news line in Europe, when such intelligence is cabled.

Tramway managers looked twenty years younger yesterday, owing to the announcement that the reported Chapeaurouge contract for a line all over and round the city is moonshine. Mr. Cranwell signed no such contract while in office. More tram lines, aerial, subterranean, or terranean are wanted, and it won't do for managers of existing lines to lay the flattering unction to their souls that they are to have no future competition.

Ex-President Santos was still alive yesterday evening, but there was no hope entertained of him. His wife and aged mother do not leave his bedside for even a moment.

A kind amateur reporter has favored us with the following: — An enthusiastic and encouraging meeting of the Young Men's Christian Association took place on Thursday evening. The various churches were represented by their ministers. Doctors Drees and Wood of the American, Rev. P. Ogle of the English Churches, Mr. Graham, Mr. Torre of the B. A. & E. Railway, and Mr. F. Fletcher addressed the meeting, speaking of the great need, the objects and organization of the Y. M. C. A., of which this is to be a branch, and giving advice and encouragement as to the future of the work. Mr. J. Triggs occupied the chair. A business meeting will be held at the Association Rooms, 600 n/n Calle Patagones, corner of General Hornos, two squares from Plaza Constitucion and one from Montes de Oca, on Monday next, at 8 p. m. Members will then be enrolled and officers and Committee elected.

The strike in Peuser's printing establishment is over. It appears the men misunderstood the manager's intention, as he had no wish to reduce them to be called by numbers instead of their names, but only sought by a new system to make them more regular in their attendance. This is probably where the shoe pinched them. No workmen in town are better treated than Mr. Peuser's, and very few as well.

Lord Mayor Seeber is "at home" for the public at large every day from 2 to 3 p. m. His lordship is pretty certain to have shoals of callers.

George Mercer has cut out his competitors for giving the big banquet to President Tajes. He has got the contract, and a very big one it is, as three or four hundred hungry guests will have to be supplied with all the delicacies of the season.

Of Lord Rosebery, the following very funny anecdote is told. A very tedious nobleman was once addressing his brother peers in "the better place above," and exclaimed, "And now, my lords, I paused to ask myself a question." "He got a damned stupid answer, I'll be bound," murmured the irreverent young Primrose.

The sea of bloody crime is rising in an appalling manner. Yesterday two more murders were announced, one near the Corrales, where an humble man was butchered at midnight by an Indian with whom he had been drinking; and the other in Calle Piedad, where a young Government clerk named Lynch shot his brother-in-law dead. The victm in the latter case was a very wild, bad character, and it is believed that Lynch fired on him in self defence, as the dead man broke into his house at night, threatening his life.

The gay and festive Gauls residing in La Plata have organized a fete for to-morrow, to celebrate the opening of the Paris Exhibition, the last tournament of Peace before the gates of the Temple of Janus are thrown open for poor Europe.

The young fellow, named Ruiz, who tried to murder Mr. Rodriguez in Rosario a few days ago has confessed the crime. The papers up there say that this is not his first crime.

Immigration matters in Rosario do not seem to be improving. The *Reporter* of that city says :—"Yesterday we were visited by one of the French women immigrants lately arrived. She has a tale to unfold which is true indeed and that fills one with indignation against the heartless agents who have packed to this country Christians worse than if they were cattle. She has lost her child and has abandoned the *so called* home where she has suffered so much."

All the fault of the present unbearable muddle in railway matters does not evidently lie with the managers. The Inspectors have a share in it. They in many instances show quite "trop de zele." An instance of this is the arrest of Dr. Tomas Sarmiento, the "pro-tem" manager of the Andine Railway at Rio Cuarto, a gentleman of the very highest personal character and most courteous manners. The *Censor* declares that the whole thing is due to Dr. Sarmiento's making no secret of his opinion of Inspector Fernandez as a railway guide, philosopher and friend. If so, it would be well for the National Railway Board to moderate the zeal of Mr. F. and transfer him to another sphere of action.

The two rascals who "did" Mr. Lette out of £1,600 stg. by inducing him to invest in some gold bars have been nicely nabbed. They took passage for Europe in the German steamer Koln, but she broke down when half way to Montevideo and had to return to this port. When the police went smiling on board, the faces of the two rogues were a study that Gustave Doré would have delighted to paint.

The new uniform for the new Escort of the President will cost 800 nats for each trooper. And that of the officer? As there are only 25 men, it is to be supposed that one officer will be enough for them.

The Montevidean Senate revoked on Thursday the edict of banishment against General Santos, who was still in a despaired of condition yesterday.

There is evidently something loose in Europe about the way in which assisted passages for this republic are issued there to Tom, Dick and Harry. Five families that have arrived in the steamer Independiente will be sent back, as they bought the tickets for half nothing from different people in Las Palmas.

A lot of fashionable people have been made too happy for utterance by the announcement that Ferrari has engaged Tamagno for the lyric season of next year.

The Provincial Hypothecary Bank is going to foreclose on no less than one hundred properties, the owners of which have not come up to time with their interest and amortization; at least so our colleague the *Buenos Ayres* says. It is a long time since the Bank put such a lot of properties in the market. So the land-speculating horse is getting a little blown at last?

Public opinion is rapidly growing in favour of Mr. Wels's proposed Elevated Electric Tramway to Flores and Belgrano. An electric tramway over the hats and bonnets of the public does not involve any of the dirt and danger of an over-head railway as they have in New York. The difficulty will be the narrow streets. It is proposed to run the line on iron arches. Tram travelling up in the air will be delightful: no snags-up; no bullock-carts in the way; no cruelty to horses. One feels a little squeamish at the idea of an "off-the-track" mishap and a car full of people tumbling upside-down into the street, but we suppose this can be guarded against. The Tram of the Future is evidently destined to run high.

The suspected yellow fever case on board a Brazilian steamer at Asuncion was one of berriberri, a scarcely less fatal complaint, but which is unknown here.

Ethel—"Was there a donkey on our steps when you came in, Mr. Featherly?" Mr. Featherley—"Why, no, Ethel. What would a donkey be doing there?" Ethel—"I don't know: but Clara just said, before you rang the bell, "There's that donkey coming here again."

The most crowded house of the season thronged the Politeama on Thursday evening to welcome La Tetrazzini and Guerrina Fabbri in "Gioconda". The popularity of this opera here is surprising for it is a very mild solution of Wagner and water, with a spice of opera-bouffe thrown in. The splendid voice of La Fabbri was heard to great advantage in the 1st act, but her make-up needlessly repulsive. The efforts of De Lucia were violently applauded, but his metallic voice and marionette style of acting will never appeal favorably to a British sense of art. Blauehart was in better voice than heretofore, and his acting was always discreet and at times powerful; the same remark applying both to La Tetrazzini and V. Fabbri. Patti and Fabbri appear to-night in Rossini's Ornate Semiramide.

There is great demand for labour of all kinds in the town of Mercedes in this province just now. The local papers say that wages have never been so high there before.

There is a most decided halt in the marriage line since the new law came into force. On Thursday the marriages registered in the city were represented by what cricketers call a "duck egg". There was however, one promise of marriage registered, from a Germam carpenter named Wompener to Miss Hartkopt, of Montevideo. There'll be a revolution amongst the girls and widows if this kind of thing goes on much longer.

Let no one in his right senses try to cross the Andes till next season, at least by the Mendoza route. Frost and snow have set in with such violence that five persons have perished in crossing from Chile, and several others were maimed for life by frost-bite. It may be possible to get across in Mr. Vallee's diligences from Choel-e-Choel for a few weeks longer, but we much doubt it.

A clerk in the National Bank at Montevideo is reported to be in unpleasantly hot water about a large number of the shares of the concern.

The National Government has approved the statutes of the Company called "Revue Ilustrée du Rio de La Plata," with a capital of $30,000. The object of this company is to publish in Paris an illustrated paper having exclusive reference to this republic, with the view of levelling up the ideas of "enfeebled Europe" in reference to it. We are inclined to think that the enterprise will pay. Judging from the absurd questions we receive by every mail from all parts of Europe in reference to this country, an illustrated paper, to show the inhabitants of that benighted continent that we wear clothes here, do not wear rings in our noses, and never have "cold missionary" for lunch, will save us a lot of correspondence which at first was highly amusing, but is now a nuisance.

Church Services.

Passionist Fathers' Chapel, Calle Caridad—Every Sunday and Feast day Masses at 6½, 7, 8 and 9. Sermon and Benediction, at 3 p. m.

Holy Trinity Church, Lomas; three square south of Lomas station, on east side of line.

2nd Sunday after Easter.
8.15 a.m: Celebation of the Holy Communion.
11.30 a.m. Matins, Sermon and Celebration of Holy Communion.
3.30 p.m. Service for children with address.

Barracas Institute—
3.00—Sunday School.
7.30 p.m.—Evensong and Sermon.

American Church—Corner of Maipu and Corrientes.
Preaching in English, 11 a.m. by Rev. Thos. B. Wood, and 7 p.m by Rev. Thomas H. Stockton.
Strangers always welcome.

American Chapel—Belgrano corner of Ituzaingo and Rivadavia.
Preaching in English at 4 p.m. by Rev Thos. H. Stockton.

Boca Mission Hall—1190 (new) Calle General Brown. Preaching in English at 7.30 p.m. by Rev. C. W. Drees.

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GOVERNOR PAZ'S MESSAGE

The message of the Governor of the Province of Buenos Ayres to the La Plata Legislature is not a remarkable document; it does not shine by any literary polish, by any original ideas, or by any statesmanlike views, but it is a straight forward, business-like epitome of the work of government. It is a true reflection of the character of the Governor and bears good promise of honest work and sound government. They say that a certain place is paved with good intentions, but the province of Buenos Ayres knows well enough that what Governor Paz promises he will carry out, as one of his leading characteristics is the energy, tenacity, and determination with which he clings to his word. He is a man of character, he knows what he wants, weighs his words, and carries out his programme in spite of all obstacles.

With pardonable pride the ruler of the province of Buenos Ayres points to the press of the country as the reflection of public opinion, and the applause with which that press has unanimously greeted his policy; there is not a shadow of conceit in the Governor, who proudly declares that the province has not contracted a single foreign loan during 1888—mirabile dictu!—that instead of increasing indebtedness, the government has diminished same. But we must deplore that Governor Paz cannot forget the past, cannot let the dead past bury its dead, since he seizes the opportunity to allude to the venality of previous Governments when stating that he—Governor Paz—has collected arrears from the nation to the amount of fifty million dollars without paying a dollar for commissions of a spurious nature. Governor Paz ought to be above this kind of thing. It would have sufficed to state that no brokerage was paid on the amount collected, but the boast and the insinuation of the lugubrious past are bad form.

We are the last to doubt the so-called moral improvement the governor speaks of in the general management of affairs; but why bolster up such an improvement when it is the bounden duty of a magistrate to remove abuse, weed out official bribery, and govern with honesty of means and purpose for the weal of the province? Self-praise in such matters is not only uncalled for, but creates a disagreeable and uneasy feeling—one wonders if the governor alludes to abuse in previous governments or draws a parallel with contemporaneous authorities in other parts of the country. It sounds as if he said "I am glad to state that robbery, which was so general of yore, is no longer so wide-spread to-day." This is pitiable, and we refuse to believe that the governor has penned those lines which are anything but a reflex of his generous and bold character. All allowance must be made for the pardonable pride of a magistrate, but let him keep that satisfaction to himself, and let others proclaim it.

The governor's remarks on the efficiency of the police force of the province are hopeful. We are well aware of the difficulties arising from the enormous extent of territory with a scattered population, at the rate of 3 souls per kilometre, and we have personal experience of the excellent reforms introduced in the police-force. It speaks volumes for the police, perhaps more so for the population, that in such a scattered population, and in such a large territory, the police are so efficient and the people so peaceable and orderly. Only 6 o/o of the number of offenders escaped police vigilance, against 15 o/o in the previous year.

The National Government will be delighted to know that there are one hundred thousand national guards in the province, the greatest contingent by far that any Argentine province in this line can supply; but we hope that the governor's scheme to organize and mobilize this great number of men will be one on paper, as, if carried out, its execution will occasion great trouble and loss to the province. Let the organization or mobilization be made on stamped paper, but it would be folly to call forth the men at the risk of injuring rural interests. We feel confident that the nation will not need the services of these one hundred thousand national guards for many years to come.

Of far greater interest are the figures of the population of the province. The provincial statistical office fixes the population on 31st December 1888, not including Flores and Belgrano, at 785,138 souls against 766,480 in December 1887. This number goes to meet an annual government expenditure of no less than fifteen millions —which is enormous, and can only be met by the nightmare of increased taxation, and this in a province where *taxation should be unknown*, where the returns of the Provincial Bank and state railways should suffice to meet all government expenditure. What a shame on the men who have governed this fair province since 1880? They lacked brains or honesty! The financial management of the province in the last nine years is the greatest scandal of the century.

Let us turn from this momentary, but unsatisfactory glance, at finances to the great La Plata Port works which, the governor says, are progressing in a most satisfactory manner. We may here state that Governor Paz has done all in his power to hasten the completion of these colossal works, and he promises the province that they will be inaugurated on the first of next July; the great dock will be completed in August, and then La Plata will receive a gigantic impulse from the influx of foreign shipping. The prospects are most roseate and mean millions for the provincial capital.

"Absit omen!" The Governor believes that the law of Centros Agricolas has produced most excellent results, owing to the extraordinary impulse given to agriculture! Alas! why not state the impulse given to land speculation, to the raising of private fortunes, to general inflation, and last, not least, to the printing of millions of Cedulas. But the good Governor probably does not know this, and he sincerely believes the law is sound—yes, in theory, but not in practice. One hundred Centros Agricolas have been started and over two hundred millions of Cedulas have been printed! But of this anon; we shall reserve particulars for another chapter. We shall also reserve for another issue the census of the pastoral industry of the province; the figures, we may already state, are far beneath the reality, and we wonder the Governor did not call attention to the fact.

With regard to railways we shall quote the Governor's words:—

In regard to railways, I have pursued a liberal policy. I have attended to all applications for railway privileges and have granted them 'ad referendum.' You will have sanctioned a few of these contracts, but in all we have received applications for 6000 kilometres of railway.

The Southern Railway has begun a series of improvements, and I am told the company intend increasing their rolling-stock and reducing their tariff. Although I think it would be an advantage to unify the railway-tariffs of the province, I must say that this measure of the company will benefit the south of the province.

In the meantime the state-line had a great increase of traffic in 1888. It has 950 kilometres open and 40,200 trains ran over the line in 1888; against 33,500 in 1887. The same progress may be observed in the kilometrage run: 1,920,186 kils. in 1887 and 2,110,060 in 1888. The goods' traffic rose to 865,183 tons, parcels to 17,964 tons, and 474,379 head of cattle were carried. The number of passengers was 2,713,189.

These figures shew an average increase of 20 per cent on the figures of the preceding year. The returns amounted to $4,867,550. In buildings and improvements the sum of $582,756 was expended. In August, 1888, the construction of the line from 9 de Julio to Trenquelauquen was begun. This line will have a length of 183 kilometres. Already 48 kilometres are open to traffic, and Pehuajo will soon be reached. The railway has the following rolling-stock: 94 locomotives, 165 carriages, and 2,778 wagons. These figures are to be increased this year to: 124 locomotives, 194 carriages, and 3014 wagons —exactly double the figures for 1886. Such is the situation of the Western Railway. I have submitted to you a project which I consider highly beneficial to the interests of the Province. I allude to the sale of the line.

In regard to tramways, rails are being laid in all thickly peopled districts. The line to Pilar and Zarate was inaugurated during the year. I have authorized a company to connect all the towns of the province by telephone

I shall submit to you shortly a bill on roads and bridges. The tracings made by Mr. G. Coquet have been already approved. We need more bridges and better roads, and I shall ask you to expend some money to bring about this improvement.

The Santa Catalina schools are working well. I shall request you to authorize me to remove them to La Plata.

Last year I submitted to you a meat bounty bill on a capital not to exceed eight millions, for the purpose of fomenting the meat export industry, and other bills for a similar character calculated to stimulate the cultivation of olives and manufacture of sugar from beet-root. I trust you will consider these projects in this session.

In regard to the financial situation of the province, I need hardly remind you of the serious difficulties I had to cope with on my entering office. But I am happy to say I have done my best to put things straight, and the Province discharges its engagements with punctuality. To meet the service on our debt I was compelled to sell some of the state territory, and, thanks to this timely measure, our 5 per cent bonds are fast approaching par.

I have every reason to hope, now that the wealth of the province is increasing and is being properly handled, that we shall be able to convert our 6 per cents. A project to this effect is being drawn up.

Our Treasury bills have been reduced to a relatively small amount. The revenue has been ably and honestly handled. Last year it amounted to something over 12 millions. The expenses of Government exceed that amount by 2½ millions, but this deficit was occasioned by the voting of special laws.

The Mortgage Bank is a powerful institution, and one of our best sources of revenue. In 1886 its issue of Cedulas amounted to 110 millions, in 1887 160 millions, and last year 230 millions were issued. In other words only 8 per cent of the landed wealth of the province was mobilized. In spite of every obstacle, I have succeeded in placing the bank in proper working order. But we have yet to alter its charter, and I shall submit to you a bill to that effect. The number of bad debts, 3 per cent of the issue in 1886, has been so considerably reduced that it will soon disappear. Since 1886 the financial situation has steadily improved. In that year it owed the Provincial Bank 3 millions. This figure we reduced in 1888 to 1½ million, and to-day the Mortgage Bank has actually a balance in its favour.

The Provincial Bank is thriving well. Its deposits sum up over 120 millions. Its paper issue amounts to 50 millions. The prosperity of the Bank increases daily. The discounts which in 1886 amounted to 45 millions, in 1887 to 90 millions, were 110 millions in 1888.

The question of ceding provincial territory to enlarge the federal capital has been arranged, the National Government paying $17,394,855 gold in 4½ por cent bonds.

LOSS OF THE COTOPAXI.

SHE COLLIDES IN THE STRAITS.

IS BEACHED AND FLOATED AGAIN.

THEN SINKS ON AN UNKNOWN ROCK.

ALL LIVES ARE SAVED IN EIGHT MINUTES.

THREE DAYS' HUNGER AND THIRST.

RESCUED BY THE SETOS.

SPLENDID BEHAVIOUR OF OFFICERS & CREW.

(From our own Correspondent.)

Montevideo, 29th April.

The Pacific steamer John Elder, which was expected from the West Coast on Friday, turned up early yesterday morning, having been delayed in embarking the officers and crew of the unfortunate s.s. Cotopaxi, which after all has gone to the bottom after a succession of mishaps

From what I have gathered from the officers and crew of the Cotopaxi, I see that she was ran into on the 8th inst., at a quarter past eleven p.m., at a spot 70 miles distant from Sandy Point, by the homeward bound German steamer Olympia.

In some quarters I heard that the Olympia struck her twice amidships. The German steamer had her bows smashed in and a portion remained stuck into the Cotopaxi. Had the accident occurred at sea the Cotopaxi would have gone to the bottom in 15 minutes. The Olympia proceeded next day to Sandy Point.

Immediately after the collision, the Cotopaxi began to sink fast and her fires went out. In a moment the boats were lowered, but as there was still steam in the boilers the engines were started and the Captain ran the steamer ashore, thus saving the lives of all on board, as well as the ship and cargo, for the time being.

Our old friend Mr William J. Hill, who was one of the passengers, writes:—

"We passed a horrid night on deck in the snow, and we were all thankful when daylight appeared. The Captain then ordered the cargo to be thrown overboard, and with the aid of blankets and hatches the holes were partially stopped.

"At 3 p.m. the Captain succeeded in floating the steamer. When the holes were out of water repairs went on day and night, the lower holes were patched, and in the afternoon of the 11th we proceeded on our voyage. If all goes well, we expect to be in Valparaiso on the 20th inst."

The Cotopaxi, thus temporarily repaired, continued her voyage, but the Captain seeing that her condition was not fit to resist the heavy sea of the usual passage, struck out by Smyth Channel to the right, a route he had never attempted before, but following the chart carefully.

On the 15th, whilst all were in the most cheerful frame of mind, finishing luncheon, there was a terrible crash.

The captain ordered the boats out nearly instantaneously, carried out in the most splendid order, a credit to the captain, officers, and crew.

All hands were lowered into the boats, even a dog. The doctor gallantly dragged up a paralytic invalid from the cabin. All hands were saved by the miraculous order and coolness prevailing on board, for no sooner were all in the boats than the unfortunate steamer slid down like a piece of lead into one hundred fathoms of water, stern first.

The crew never saw such a sudden collapse before and there was no time to save mails or anything else.

The position of the rock on which the Cotopaxi struck is not marked on the chart. Its approximate position is Lat. 48° 45' Long 74° 25' 30 W. in South reach of Smyth Channel. The steamer struck at 2.30 p.m. and went down eight minutes later.

The passengers and crew remained on the inhospitable beach from Monday till Wednesday, living on mussels and fresh water from the creeks, and a few birds. There is no truth about the story of the providential pig.

The baker had managed to save six small loaves of bread in his apron; these were given to the small children, and such were the pangs of hunger that many involuntarily grudged the little ones the feast. It rained nearly incessantly.

At the North end of Smyth Island (?) three barrels of claret floated ashore with a few pieces of sail which served for shelter. The passengers were getting ravenous.

On Thursday they were rescued by the German steamer Setos bound from Valparaiso to Sandy Point, where the wrecked passengers were landed. They met with most hospitable treatment on board the German steamer; they were supplied with clothing and all necessaries.

The majority of the passengers took the Aconcagua at Sandy Point and went on to Valparaiso. Mrs. Middleton and Mr. William Hill took the John Elder bound for the Plate and Europe. Dr. Middleton had left England for his wedding tour to the Argentine Republic. Owing to your quarantine arrangements he continued his voyage, but burst a blood vessel and died the day before reaching Sandy Point. His young widow, after so many misfortunes in so short a time, now returns to Ireland.

The Demonstration.

Yesterday the citizens of Buenos Ayres witnessed one of the greatest, quickest, and most influential demonstrations of public opinion ever known in this city. It was doubtless the justness of the cause, the sound moral excellence of the movement, that gave to it such an unexampled triumph. Thousands of the first men in Buenos Ayres stood yesterday uncovered before the Government House to congratulate President Celman and his Ministers on having at last put an end to the scandalous and unbridled gold speculation on the Bolsa; a speculation which, if tolerated much longer, would plunge the whole country into ruin.

The committee formed at the National Theatre in Calle Florida and marched, at 2.30 sharp, to the Plaza Victoria, where the crowds were so great that all the tramways were stopped and the street traffic rendered for the moment impossible. It was pleasant to note how all the shopkeepers to a man responded to the invitation to close their doors and windows. At the portals of the Cabildo the 'comisarios' formed the multitude in lines of about 10 deep, and then the whole procession marched up Calle Victoria, down Calle Peru, and then up Calle Rivadavia to the Plaza Victoria to the Government House; but the crush and squeeze was so great that it was almost impossible for the merchants to keep the line, and when we arrived in front of the Government House we found fully three thousand people assembled, whilst in the balcony above we noticed President Celman with his ministers around him. The Committee of merchants alone entered the Government House, whilst the rest of the procession remained in the plaza below. The sight of the Government House windows was magnificent. President Celman addressed the meeting, but the crowd was so great that we could not hear one word. Sr. Mantels, President of the committee, presented Minister Varela with the resolutions signed by over ten thousand of the merchants and traders and dealers of this market, and in a short and appropriate speech expressed to H. E. the views of the Committee representing the commerce of Buenos Aires, which views are endorsed and ratified by the thousands of signatures which he now presented to H. E. The documents are beautifully bound in red morocco and form a beautiful album which Minister Varela carried under his arm when he walked home to his house in Calle General Lavalle, accompanied by the Committee and crowds of sympathizers in the cause. The crowds in the plaza called for Minister Varela, who came forward and made a speech, not one word of which we could catch. The cheering and clapping of hands at the conclusion of Minister Varela's speech might be heard at the outer road at the conclusion of presention ceremony. President Celman received the Committee, who afterwards passed into the other saloon and saluted Minister Varela. The committee then took leave of H. E., but the crowd in the Plaza remained; and then it was that a call was made for Sr. Varela to walk home and the citizens to accompany him, and so it fell out. Mr. Varela headed the procession. Mr. Mantels, Mr. Mendez, Mr. Paats, Mr. Salvador Gomez, Mr. Domingo Cichero, Mr. Thomas Duggan, Mr. Meliton Panelo formed in line. The rest of the Committee followed, and then came merchants and others who attended in the Plaza. In fact the march home to Mr Varelas house was even as great a demonstration as the march from the Cabildo to the Government House—and thus closed this cebrated movement, which was got up in a hurry and arranged, we may say, between night and morning.

The demonstration is not without its lesson. Its brilliant success reflects the grand unanimity of opinion in favor of Minister Varela's decree stopping the gold speculation. There was no art or bunkum invoked to support the cause. Most of the native papers condemned what the meeting ratified; no fire-crackers, cheap music or cheap beer were resorted to. The whole movement stood on its own bottom. If the public were opposed to Mr. Varela the whole affair would have been a dead failure. But the cause was good and just, and therefore it has won. We congratulate the merchants of Buenos Ayres and Minister Varela on the result.

MINISTER VARELA'S SPEECH.

Mr. Rufino Varela's speech to the commercial body of this city is still ringing in the ears of all, and its echoes are now pealing from province to province with the implied promise of still greater, still more beneficial results from the financial policy he has inaugurated with such energy and singular good fortune, and which the President of the Republic so warmly applauds. The Minister has been most fortunate, and we give him full credit for his wonderful foresight and acknowledged experience, not only of this money market, but of the money markets of the world, where others affect to see the results of good luck, the combination of unexpected and favourable circumstances to crown his arduous policy with success. We are not slow to admit that Minister Varela has the head to control the financial situation, and any knowledge of the man as a financier, any glance at his career since 1876, will suffice to show that ability and experience are not lacking to master even the gold problem of this Republic. He has begun well, in spite of a most severe opposition from the very quarters where he was most warmly supported when he entered office. He has carried his point in the teeth of the men who were supposed to nod and govern the destinies of this fair portion of the world—the brokers of the Bolsa of Buenos Aires. He put his heel on a scandalous abuse, a monstrosity that custom had smuggled into our normal "modus vivendi", a cancer that had taken such roots in our midst that its extraction seemed impossible, because we all thought the Argentine Republic could not produce a man bold enough to apply the pruning knife and cut it out. And this Minister Varela has done without the necessity of any eloquent narcotics to assuage the pain and relieve the twinges and twitches of the writhing speculative body: meantime the patient, the market, is feeling all the better, and was strong enough to get upon its legs on Monday and thank the financial surgeon for the operation that saved its life. That expression of thanks elicited from the Minister an answer which is worthy of study. We believe Minister Varela's words were improvised on the spur of the moment, as his universal condemnation of the press, including friends and foes, generalizing his invectives on all the members of the Fourth Estate, is to be deplored. With all due regard to his feelings in the matter, overwhelmed perhaps by the spread of the journalistic opposition to his measures, he forgot that in speaking of the tyranny of the press he should have put in the saving clause of the "few honourable exceptions". Even, as members of the press, we are willing to admit that there can be a tyranny of the pen as well as the sword, viz: when newspapers become the monopoly of classes, capitalists, or of a Government: when editors are gagged by oppressive laws, intimidation, or by actual violence! But in this country, thank heaven, there is no such fear: and if many papers are opposed to the financial policy of the Government, well—let us make great allowances for prejudices, whether they be constitutional, political, or social. Meantime let us all remember that the pros and cons are debated and discussed in the columns of all, and that if there are papers that oppose the Minister's gold policy, there are others that applaud it.

A cynic said that speech had been given to man to hide his thoughts and feelings. This cannot apply to our finance minister, whose outspoken boldness cannot but be admired in a man who thus draws on his head the attacks of the newspapers. It required much courage to shut up the Bolsa, but it requires much more to defy the press, and this the Minister has done with a vengeance, and the results we shall see in a still more determined opposition to all his financial plans. The influence of the press cannot be overrated, and from this point of view it is to be deplored that the Minister in a moment of eloquent effusion should have given vent to his pent-up feelings and afforded an excuse of a personal nature for opposition to his excellent financial policy. The following is his speech to the commercial body:—

"Gentlemen —

I thank you—in the name of the country, since this ovation strengthens the ties that bind the people to the government: in the name of the President of the republic to whom you lend your valuable support in this campaign against those who sacrifice the interests of the country for their own private interests; in the name of the Minister of Finance to whom you tender a helping hand in a critical moment.

"Now, gentlemen, let me also congratulate you, for your presence is a proof of popular sovereignty.

"You come here to protest against the dual tyranny. We must not forget that there is not only the tyranny of the sword that smites; the tyranny that with illegal transactions bears misery to home and hearth: there is also the tyranny of popularity that conspires against the welfare of the people.

"I mean the tyranny of the Press. You come here to protest against that dual tyranny, and I, in the name of social interests, congratulate you.

"Now let me approach a subject that interests all of you. Your committee have wisely stated that we should be united to carry out the great ideal—that Argentine money be the medium for all transactions of Argentines and of those who live on this soil.

"Gentlemen,—

To this end your co-operation is more valuable than that of Government, more powerful than that of Congress.

"I need all your energy. I need it to ask from the President of the Republic his persevering efforts in the march we have just begun, that I may say to him:—"Mr President, let us follow this road, The people are with us."

"I may also say to you, gentlemen:—Have confidence in the Government, confide in Congress; we shall carry out measures that will waft us to the pinnacle of the most civilized nations: we shall find the element that other enlightened countries have found We are no longer the nation defined by that contemptible appellation "South America."

"We are now able to govern ourselves we are able to discriminate in our own weal; we are able to nip in the bud those influences that conspire against general interests.

"Mr. Chairman of the Committee:—Since I cannot personally thank the thousands of persons here present let me beg of you to convey to them the sincere thanks of the Argentine Government, and in my name this embrace, whereby I endeavor to bind together the Ministry of Finance with the people who so energetically defend the great interests of the nation,"

The Villarino's Mails

LATEST FROM THE FAR SOUTH

DECLINE OF PATAGONES

PROGRESS OF THE CAMP

A SPLENDID SEASON

THE RIO NEGRO BAR

The National transport Villarino arrived from the far South on Saturday after a three weeks' trip, including a delay of ten days owing to the impassable state of the Rio Negro bar. Under command of Captain Valentin Feilberg, the Villarino broke from her moorings in the Boca on the 24th March, with four hundred tons of cargo and drawing 13½ feet of water. Among her passengers were 12 members of the Salesian Order of the Catholic Church and eight nuns, all bound for the Valley of the Rio Negro to open Artane Schools in Viedma and Patagones. The members of this progressive and religious order were forwarded to the South by the National Government, free of expense, including their baggage amounting to about two hundred tons. These good people go to pick up all the young loafers in the South and teach them trades, a most laudable mission and one that finds high favor in the eyes of the Argentine Government.

On the 27th March, at two o'clock in the morning, the Rio Negro bar was sighted, but the pilot failed to come aboard before the 28th, urging that the previous day there was not sufficient water for the Villarino to pass. This Rio Negro bar is a calamity, since in boisterous weather it is impassable (and this is nearly always the case), and in fair weather, that is to say with a land breeze, in five cases out of ten, there is not sufficient water for a vessel drawing 13 feet.

On the 28th at mid-day the Argentine transport reached the port of Patagones, 30 miles inland, and was moored alongside the mole. Three hundred tons of coal for the Rio Negro flotilla and two hundred of general goods were discharged in three days, and then the loading of ballast and of the famous Rio Negro slip began. On the 7th of April the Villarino was ready to start, but the bar was rough; on the 11th we started, but had to return to port; finally on the 16th we managed to get out of the river, and after a fifty-five hours' run, arrived at the Boca in the early hours of the 20th inst.

Affairs in the Rio Negro Valley are in a most prosperous condition, owing to the splendid season and high prices paid for wool; but the town of Patagones has gone backward in the last three years. The only improvement noticeable is a water tank in the plaza on the summit of the hill. This tank supplies the town with water, and will sooner or later do away with the water carts. These "aguas corrientes" were started by an Italian called Arro, the owner of a local hotel, but such is the poverty of the inhabitants that the contractor will soon be obliged to appeal to the municipality for pecuniary help. The principal families of the town have emigrated in the last few years to Buenos Aires. The gilded circle of the old high life prefer listening to Patti at the Politeama to the rural harmony of bleating flocks or lowing herds. Herein lies the secret of the decline of Patagones; the very prosperity of the inhabitants is the cause of the decadence. The rise in the value of lands has enabled only too many to forsake the old Patagonian haunts, and instead of all this new wealth passing into local improvements and embellishments, it migrates to that great focus of attraction—Buenos Aires. Another germ of decay is the neglect of the frontier; troops are being gradually withdrawn, and with the troops departs the sale of fat "novillos" and "capones"; the "preveeduria", or army purveyor, buys little or nothing, and the cattle industry languishes. Steers are offering in thousands at 9½ to 10$ m/n, but no buyer.

Meantime, the rural interests of the valley and territory, lying between the rivers Colorado and Rio Negro, are becoming daily more important. New estancias have sprung up of late years in all directions. The increase in the herds and flocks has been very large and the result is an enormous increase in the number of settlements. Squatters have spread all over the land from the coast to the Colorado road, and for one "puesto" one saw in 1886 to-day one meets a dozen. This is all the more extraordinary as these new farms have been started on lands where nobody could find drinkable water in former years. The water, however, has been found, and the farms have been started with every prospect of success. In these distant parts, far from every comfort and help one gauges the gradual development of the camp interest; it is rapid and gives independence to the poor settler. The wethers and steers may be unsaleable, but the wool sells and pays all expenses. If the government were to pay a little attention to the necessities of the district, Patagones might become one of the most progressive departments in the province.

What Patagones needs is a railway from Bahia Blanca to open up all the inland country and tap the wealth of the Rio Negro valley. Cheap and rapid means of communication, the final settlement of all land claims, and the starting of a branch of the National Bank in Patagones or in Viedma, are imperiously needed. If the members of the Argentine Government were aware of the capabilities of the valley, of the richness of its soil, and its immense future as a grain growing countries, where hundreds of colonies could be started, we have not the slightest doubt that the improvements we refer to above would be immediately undertaken. As matters stand, the settlers in the valley are abandoned without titles to their lands, without means to carry their produce, and without money to turn their holdings to any lasting account. Neglect is the policy of the National Government, and the result we see in a quasi-stationary condition of one of the most fertile tracts of territory in the world.

The town of Viedma, on the right bank of the river, in front of Patagones, is more lively than the elder town, thanks to the efforts of the popular Governor, Colonell Berraute, who has devoted all his energy and ability to developing the territory under his command. It is to be hoped that the National Government will lend a willing ear to all his suggestions, as if ever man took to heart the progress of a territory, it is Berraute. There is an immense improvement in the judicial procedure of the Rio Negro territory, thanks to the activity of Dr Abraham Arce, recently appointed Juez Letrado of that Government, and since the President of the Republic has had the good fortune of picking out such an excellent Governor and such an active Judge, all trust that he will carry out their schemes to push ahead the valley.

Before concluding, we may be excused if we make an appeal to post master general Dr Carcano, in the name of every man, woman, and child in the far South. There is a telegraph line from Bahia Blanca to Patagones, but it is only so in name, as interruptions are so frequent that the wires are utterly useless during the greater part of the year. Dr. Carcano should sift the causes of these frequent interruptions and inquire into the occupations of the men paid to look after the posts and wires. This so-called telegraph line was interrupted from the middle of March to the middle of April.

LATEST FROM PARAGUAY

MR. P. A. FREUND'S EXPLORATIONS.

AFFAIRS IN ASUNCION.

THE ZAMBONINI PARADISE.

THE STEWART RAILWAY.

THE OSBORN RAILWAY.

SOMETHING ABOUT THE PARAGUAYAN CHACO.

April 25th, 1889.

We had to-day a visit from Mr. P. A. Freund, C.E., who has arrived in the s.s. Saturno from Asuncion, after an absence of nearly two years, mostly spent in surveying large parts of the Paraguayan Republic, the Chaco, and the first section of the Bolivian Railway, the Osborn concession, the plans of which, now finished, Mr. Freund brings to present to his employers. Mr. Freund reports chiefly as follows about Paraguayan affairs:—

Money is very scarce, 2 and 2½ o/o per month discount being quite common. The banks appear to be doing very little business. Price of town property, more so of building lots, is declining very rapidly, and many gentlemen who bought very freely 12 months ago cannot pay further instalments, thus losing what they had previously advanced. Rural property hold good, and is firm; good camp is steadily rising in value. It is now perfectly well known that the quality of the camps in the Northern parts of Paraguay, such as the sandy regions of the Ipané, are far inferior to the beautiful camps of the south; and lately the extraordinarily well-developed richness of some very extensive plains, at the foot of the San Raphael mountains, near San Pedro, which hitherto had been very little known on account of being inhabited by Indians, whose peacefulness has now been certified by Mr. Freund and his men, has called very marked attention amongst Paraguayan landowners and in Government circles. It is now known that the eastern slope of the San Raphael mountains contains a succession of small rivulets, open fields, and wooded parks; high ground and glens wtth the most luxuriant grass.

To this circumstance and to their agricultural pursuits, the peacefulness and relative culture of the Indians inhabiting this secluded spot in the Paraguayan garden must be attributed. The newly made discovery by Mr. Freund of these, even in Southern Paraguay, extraordinarily richly developed clusters of green camps, whose owner is Mr. Zambonini, has added forcibly to lead the string of naturalists, pleasure seekers, travellers and buyers to the picturesque top of the San Raphael, from whose slope the river Tebicuary plainly can be discerned.

With respect to open camp in Paraguay it is to be preferred, as an investment, to forest property. Stocking the open camp with cattle is a paying business, even at present times of low prices, while woodcutting takes much more of the owner's time, gives more trouble, exposes to great risks and leaves less profit.

The English bondholders have got their wooded property very well defined; it consists of some of the prettiest forests; nevertheless no practical work has as yet been commenced, and the capital lies dead. One part of the property consists of open camp: if this were stocked at once there is no doubt that the breeding and selling of cattle within a short time would give a better result than whatever other practical work the company could take in hand. Fever and illness amongst cattle is very little known in Paraguay; it is only necessary to look after it every day and to cure and destroy commencing inflammation; in this consists the whole secret of Paraguayan cattle breeding.

Dr. Stewart's railway concession has not been signed as yet by Government, but it is very probable that everything will have been settled according to our wishes and hopes before this is printed.

The concession, with a Government message, will be debated directly after the Easter holidays by Congress, and its good result has been secured by Dr. Stewart depositing the stipulated amount of 80,000 dollars. It appears that a French-Belgian company, who had the same object in view have retired from the field. Meanwhile Dr. Stewart has already called some distinguished engineers to his aid, and the line has already been examined by Messrs. Valpy, Angus, Duffy and Perry. The object of the Dr. Stewart's concession will be to take over the railway line to Villa Rica and construct a new line to Encarnacion, bringing Asuncion into railway connection with the Argentine soil.

Large tracts of the Central Paraguayan Chaco, have now been explored by Mr. Freund. He speaks in high terms of the quality of the camps through which the river Negro flows. This river, which up to now has been quite unknown, comes from the vicinity of the Pilcomayo, flows from a strictly western direction and falls into the river Paraguay opposite the harbour of Rosario. It acts as a drain, and has left the banks and its vicinity high and dry, full of organic and animal life. Therefore, the Bolivian projected railway, Osborn's concession, has been designed along the banks of this river. Wherever it is necessary the ground can be drained; wherever it is wanted, a water communication can be established, providing during the time of constructing the railway facilities for transporting materials and provisions. By these means it is thought the projected railways can be constructed at a very cheap rate. The whole length of the 1st section, 176 kilometres, has not got a single heavy excavation, nothing more to be done except to fill up low grounds and raise the whole line half a metre above the ground in order to secure its safety during and after heavy rain floods. The second section of this line is now being surveyed by Mr Stutterheim, of whose whereabouts and success no news has been heard since the month of January, but who is expected soon to return reporting progress. The levels of the Chaco lands are, at the distance of 20 leagues from the coast or from the river Paraguay, about 10 metres higher than at the river; there is therefore not the slightest danger of their getting inundated by river water when high, but since they are nearly horizontal, and since rainwater flows off this impermeable ground so very slowly, there may be danger of their getting inundated by rainwater. The general aspect of Central Chaco lands is pretty and fertile. The ground is clayish and hard, with a layer of black, organic earth. The camp is everywhere covered with good grass, and there is as a rule twice as much camp as forest. The trees in the forests appear to be smaller, and not so healthy as in Paraguay. There are now roads or tracts in many parts of the Central Chaco, and it is not very difficult to travel in the Chaco; at least it is quite safe. However, since the Central Chaco is quite uninhabited by white men, it will always be well to communicate with Mr Freund, who has got large numbers of horses and men established at various points, and who therefore can procure guides to direct travellers to their destination in the Chaco.

A TRIP TO MENDOZA.

STARTLING DISCLOSURES.

RAILWAY MATTERS WORSE THAN EVER.

"It is right, meet, and my bounden duty; "but I do it more in sorrow than in anger," to add my protest to that of the many who travel over the Rosario, Central Argentine, Andine, and Argentine Great Western lines from Rosario to Mendoza. As to order, system, regularity, or management along the entire line, there is none: Incompetency in its management, ignorance and stupidity, and unfitness of its servants in the discharge of their duties, waste, carelessness, and indifference to the public, and old and worn-out cars and locomotives are its characteristics.

After leaving this city we reached Rosario one to two hours late. We left there some two to three hours late; at about 5 a.m. we reached Rio IV. Here for more than two hours we were detained, backing and filling, adding to and subtracting cars. Not a pony engine on the spot, either here or at any of the other stations, to do this work; but passengers and mails are detained during the many hours required for it. It was impossible for any of us to ascertain from any of the employees of the road if there was time enough for us to take a cup of coffee. We reached Mercedes, San Luis, some three to four hours behind time. Twice during the day the engine became disconnected from the train and travelled a long distance ahead before it was discovered. While waiting at Rio IV. I noticed the mail, among it several sealed packages, lying loose on the ground, dumped loosely there from the mail-car like so much waste material, and left unguarded for a long time. Finally a young man of about 22 years of age came and carried them away in his arms. This in Europe or the United States would be a grave offence. It seemed to me that this was the customary way of delivering mail matter at this station, and if at this station, why not at others? We reached Mendoza at about the usual hour in the morning; consequently this three to four hours behind time had to be made up by *extra speed during the night*, and I will here write that the loss of time in the day was made up by speed at night.

At Mendoza we waited some two weeks for a through train. Day after day I called at the Depot for information, and the uniform reply was, "We know nothing, we are without any advices or information from the other end, as to the extent of the damages to the road, or when we can ticket passengers through to Rosario. Finally, on Tuesday, the 16th, we were told that cars would leave at 9 p.m. the following day, but they had instructions not to sell tickets beyond Rio 4. The hour of starting was nine; we got away at 10 p.m. There were not near enough "dormitories". I found room in one of those boxcarts—or, correctly speaking, English death traps—the doors of which cannot be opened from the inside. Is it not quite time that the Government should put its iron hand on this matter? Have not enough men, women and children been imprisoned, burned and roasted in these accursed living tombs, and the smoke of their torturing bodies, united to their agonizing cries, risen to heaven in solemn protest? But what care these mercenary companies for suffering humanity so long as a long-imposed-upon people pay them regularly their subsidies?

I expected from reports to find large wash-outs on the road, large injuries to the track, a large number of workmen busy with spade, shovel and wheelbarrow in repairing the reported damage from freshets, some 1500 to 1800 men, as reported. Nothing of the kind was to be seen. Not one yard of earth was remoued by the so-called "tormenta"; not one. I saw one man with a wheel-barrow and another with a spade; those two men were all, and I was looking out for some cause for this fifteen days' detention. One of my travelling companions was a R. R. Engineer, and in his presence, for he seemed to be well acquainted with the road, I made the statement that there was but one man at work on the entire line of road. He corrected me by stating thet there were actually twenty men on the entire line length of some 800 miles. The only evidence of work that I saw or could ascertain had been done during this stoppage of all trade and all traffic on this road for some two to three weeks, on the entire line, was a new cut ditch of perhaps a half mile in length between Rio Cuarto and Rosario. Not exceeding, in depth more than 10 to 12 inches and in width 15 to 18 inches, add this dug within one metre of the end of the ties!! The facts are that the company has waited for the waters to subside, has not used due diligence, and could have run their cars many days' sooner thon they did; and I fully believe that there was no cause for three days delay. In the meantime all the travelling public and the important western provinces have suffered immensely. The water-ways are all too narrow to admit of a free passage of the water after storms. The only man on the entire line whom I met who seemed to take any interest was the station-master at Mercedes; but the government official was there, and had his eyes on all matters. It was to me a novel, feature in rail-roading to find the several station-masters acting as superintendents of the running of the cars. In the United States, which probably has more miles of railroad than all Europe, if not the entire world, more than one hundred and sixty thousand miles—the long roads are divided into sections, and each section has its superintendent, and a general superintendent for the entire road; and each division superintendent has the entire control and management of his division, and is held to a strict accountability for such management. To be discharged for neglect of duty or unfitness for his position is to him a serious matter. At every stopping place, when time will permit, every car wheel and every axle is examined. In my entire trip to and from Mendoza, a distance of some 2,000 miles, not once was the sound of the hammer heard. Hence the many and frequent and terrible accidents. One might as well have asked any of the bullocks by the wayside for any correct information as any of the employes whom I met. At one of the stations I asked one of the porters of the car how long we were to remain? Standing by his side was the "punchman", whom I had not noticed. The porter was dumbfounded, and very humbly referred me to the man, who had on two occasions punched my ticket. This so-called superintendent knew less than the porter. Before reaching Mercedes, on my return, I was told by the porter that the car in which I then was would go through without change. I was told we should remain three hours; we remained six. I left the car and went in to lunch; on coming out, I was astonished to find the entire train had disappeared, with my satchel which contained large values, not easily replaced. None knew where my effects were, or what had become of the baggage of the absent cars. Among others whom I asked was the man who had punched my ticket—a fair sample of these "punchers", or so-called superintendents. Some of the cars had been taken a kilometer to the west, some a half mile to the east. This man was heavily leaning against one of the posts of the verandah. On my inquiring, he did not manifest the slightest interest in the matter. He did not know where my car was to be found, or what had become of the effects left in the car; in fact, he was, to all intents and practical purposes, a know-nothing, for the more that is left behind the more there is left for these human vampires. After the exercise of much patience, and then much "cussing on general principles", but particularly generous on this wine-filled, sleek biped animal, I extracted the information that my effects were in a car about one-half mile to the west. I went as designated, and found all the doors locked and no contents within on my arrival there. Back I returned to the depot, and was told that my effects were in the car half a mile to the east. A stranger came to my assistance, and in two or three hours, through the kindness of the station master, I found my effects in the baggage room at the depot!! In the meantime I had hunted up every man in the employ of the company, and they, one and all, expressed not only their ignorance, but their indifference as to what been done with the baggage taken from the cars.

I noticed that here as elsewhere, at the different stations there were scribes enough to run the Congressional business, and their ignorance and stupidity in all matters where information is required is beyond measurement. In the matter of lost baggage on this road, the wrong done to passengers is worse than robbing, it is absolutely infamous, and is submitted to because there is no redress. One of our fellow-passengers, a man of culture, three weeks before took the cars from Rosario to Mercedes. In starting he had three packages—one, a large trunk or chest filled with valuable clothing; one, a large valise also filled, and a small hand-satchel. The two former he had checked through; the latter he carried in his hand. On entering the sleeping car the porter challenged him for his ticket. Showing it, he passed in and deposited the satchel on his berth, passed out to the platform, and on returning found his satchel missing. It had been stolen. The porter pleaded ignorance. On the arrival of the cars at Mercedes he could not find his checked baggage. He remained three weeks in Mercedes hunting for his baggage. Finally the large package was found in at out of the way place. The large valise had not been recovered. The more baggage lost the more valuable is the position of the servants of the company.

(To be continued)

THE BUSTAMANTE CONCESSION

Telegrams are hourly expected announcing the sale of this valuable railway concession to a syndicate of Continental Bankers, comprising leading firms in France and Belgium. This concession, our readers will remember, is for the building of a railway from the City of Buenos Aires, through the south of the Province, with a branch to Pigue, on the Southern Railway, and another running in a westerly direction through the pampas territories to Antuco, in Chile. On the capital of this railway the Argentine Government guarantees an interest of 6 per cent. per annum.

It is well known that this Bustamante concession was hawked around the London market for two years. Syndicates were formed for the purchase of this concession. The sale of same was successively rumoured on repeated occasions, but whether the guarantee of the Argentine Government was too meagre, its promise too flimsy, or the syndicates too grasping in their demands, the sale of the concession hung fire all the time, and finally collapsed.

To-day French and Belgian bankers have come to the front and offer to take up the business that London firms affected to despise in spite of the luring bait of an Argentine 6 per cent. guarantee—all the more attractive as the Argentine Government is determined not to grant any more such concessions on such a very liberal scale. Henceforward, 5 o/o guarantee will be the maximum that can be expected from Argentine generosity. The French bankers are certainly more shrewd than their London colleagues, and they have closed the bargain with Messrs Bustamante and Co. for the fleabite of about half a million sterling.

It is quite certain that the first Section of the railway running through the South of this province will not only be a self-paying concern, but in all probability will have yearly profits of some consideration. Whatever doubts may be entertained as to the future of the section running through the Pampa territories, we know for a fact that a great part of these territories, principally near the bank of the Colorado, and at the foot of the Andes, is excellent pastoral land, with a great future in that line of industry. People who travel by the diligence from Choel-e-Choel to Pigue and have had an opportunity of seeing those Pampa lands agree that as pasture lands they are unrivalled.

In fact, another splendid business has slipped out of the grasping fingers of our London friends, to whom we recommend in the future more discrimination and less extortion in such matters. The Bustamante concession is a mine of gold to the concessionaires and offers excellent guarantee to the builders and owners of the future railway. Six per cent per annum guaranteed by the Government ought to be sufficient to push through in any money market of the world a much less plausible scheme than this railway to Chile, and so much the worse for the London bankers if they have failed to see it. We are, however, of opinion that in the time-honoured style of Argentine negotiations for the last three or four years, the London bankers will step forward and buy the concession second-hand from the French syndicate. Then we shall exclaim "Sic semper" and pause to look at the record of Argentine loans bought by London bankers from their Berlin and Paris colleagues.

Railway enterprise in this country is still in its infancy. There is still a wide field open, and this Bustamante railway, whilst opening up the Southern pampa, will lead the way to other railway lines still further South and vastly more important—such as the opening up of the Rio Negro valley, a populated and heavily stocked territory, or that of Chubut to the foot of the Andes. These are embryonic schemes which must be carried out in the next two years.

PROGRESS OF THE SOUTH.

Colonel Berraute, Governor of the Rio Negro territory, and Mr. F. Sarmiento, his Secretary, leave this city on the 28th inst. for the far South. The popular Governor has not been idle during his stay in this capital, and takes down with him all the necessary funds to build new schools in Viedma, capital of the the territory, Pringles and Conesa: similar buildings will be erected latter on in Choel-e-choel and Roca. The Governor has also made arrangements with the National Government to erect in Viedma several much-needed public buildings, such as a law court, prison, and whart on the Rio Negro, opposite Patagones.

Another piece of good news for settlers on the Rio Negro is the announcement that this year a bill will be sent to Congress asking for funds to construct a bridge across the river to connect the towns of Viedma and Patagones. The river at that point is about four hundred metres wide and all communication and traffic between both towns is at present carried on in boats, a costly and slow way of doing business.

The popular Governor has met with a warm reception here at the hands of the National authorities, and the President of the Republic has promised him his influential support in all his plans to improve the situation of the Rio Negro valley and turn to account its great capabilities in agricultural, pastoral, and mining industries. The great dream of the Governor is to see Viedma and Patagones connected by rail with Bahia Blanca and Buenos Aires, and before long the long-cherished dream of the estancieros of that distant territory will be carried out.

Pending the decision of the National Bank of this city with regard to the starting of a banking agency in Viedma, the leading merchants of that town have decided to start a free bank under the provisions of the Pacheco Banking Act. At present money is very scarce in the valley, and the farmers are unable to improve their holdings owing to the lack of credit and scarcity of depreciated dollars. Only those who have connections in Buenos Ayres or some influence in Patagones are at present enabled to borrow money in the valley.

Talking of the Rio Negro we beg to call the attention of our readers to the "criollo sheep" that Mr. Thomas Kincaid is exhibiting at the great auction mart of Lagos and Funes, formerly Sanchez and Moreno These splendid animals are the issue of twenty Nahuel Huapi Patagonian sheep which General Villegas took from the renowned Indian chieftain Shaihueque, and presented to Mr. Kincaid as a token of friendship and in recognition of his valued services on the Indian frontier for so many years. This was in 1880; the twenty sheep of Villegas have now increased to one thousand, and for size of carcass can compare with Southdowns and Lincolns.

Mr. Kincaid has also contributed to Mr. Hamonet's Flower shop in Calle Florida, a few samples of Rio Negro potatoes and beet roots, which for size and quality are worthy of inspection. These products are the very best proof of the richness of the soil of the Rio Negro. The same popular estanciero has forwarded to Mr. Francisco Moreno, head of the La Plata Museum, several very valuable Indian antiquities, dug out of the hills of the valley, which is also full of fossils too heavy to remove from such great distances.

Before concluding, we may add that Dr. Victor Molina, "the deputy of the Rio Negro", as his friends style him, is at present in Patagones and Viedma with several capitalists. His presence in those parts means much—perhaps a railway before Congress this session.

RAILWAYS AND PUBLIC WORKS.

April 21st

The National Railway Board Offices were still closed yesterday, but will open to-morrow with religious punctuality. In fact all the Government offices remained closed yesterday, and we should have been left without any railway items but for the activity of the *Standard* reporter, who with his usual luck managed to get hold of some news "quand même". We may state that the Board of the East Argentine Railway have filed their estimates for 1890. This is somewhat early in the day, but there is nothing like a little zeal and activity where dividends are at stake. Mr. J. Cortinez, who is one of the most conspicuous members of the National Railway Board, has been entrusted with the task of looking over these estimates, the amount of which we have unfortunately been unable to ascertain.

The B. Ayres and Rosario Railway are preparing the plans for the station to be erected in the little town of Santa Catalina, where the trains of the Company now touch. A provisional station was hastily erected some time ago.

We had occasion yesterday to glance over last month's report on the progress of the Transandine Railway Works. In the first division or section, 500 metres of drains were dug out along the line between kils 1, 19 and 20. Over 1500 cubic metres of clay were thrown up by the navvies to strengthen the earthworks near the Mendoza Bridge. Rails were laid as far as kil. 33. In the 2nd division, the masonry work was briskly carried on. The stations and tunnels are now taking shape. In the 3rd Division 124 men were at work the whole month between kil 72 and 81. We note that a siding is to be constructed between kils 71 and 90. The preliminary surveys between Quebrada Colorada and Punta de las Vacas were begun; also the surveys of the Cumbre Pass. According to Engineer Schatzman the largest tunnel will have a length of 5 kilometres. In the course of last month it rained very heavily and the work was at one time seriously interfered with. Let us hope the navvies will get along better this month.

Mr L G Bordes, agent of an English company, has applied for a ten years' patent for some invention in connection with the working of locomotives.

According to the last official report in the Chilcas-Jujuy extension of the Central Northern Railway, the state of the works on the 31st ult. was as follows:

1st section, cubic 28,400 metres; 400 men at work.

2nd section, cubic 23,262 metres; 460 men. Navvies at work at kil. 97, and between kilos 108 and 122. Masonry work progressing.

Rails were laid as far as kil. 12½. The deposits are full of material, there being 14,000 rails and 70,000 sleepers.

The sub-contractor, Mr. Presley, has handed over the works to the Company, who now take charge of everything.

April 22nd

We managed yesterday to get a peep at the East Argentine Railway Estimates, for 1890, to which we referred in our last issue. Here they are:

Gross Receipts: $324,720. Working-expenses: $260,850. It is a wonder a few cents were not inserted to make the calculation look more exact. This would leave an estimate, profit of over 63,500 dollars, a small sum indeed, and we may safely say in anticipation that Mr. Cortinez will not be satisfied with this hopeful prospect. The expenses of the line are high, the receipts very low. Let us hope for the best.

The manager of the Northern Railway has filed a complaint against Inspector Iriarte for having ordered certain carriages to be withdrawn. The Inspector says they are not fit for service. The manager says they are all right, and Dr. Araoz wants a certificate to that effect. We learn that the carriages in question are over 30 years in service.

The report of the Buenos Ayres Great Southern, for the year ended December 31st last shows an increase of £28,928 in the gross receipts, with an increase of £40,000 in the working expenses, leaving a decrease of £11,000 in the net profits. The interim dividend is the same as for the corresponding half year, 4 per cent. and a bonus of 1 per cent., with a balance of £11,000 carried forward, against £31,000 this time last year. Passenger traffic contributed an increase of 9 per cent., and goods an increase of 6 per cent. The receipts per train mile were 12s. 11½d., against 13s. 11d., and the expenses 6s. 4½d., against 6s. 2½d. The results are considered satisfactory considering the fact that there were 15 inches more rain than in the corresponding season, and this not only interfered with the traffic, but also added to the working expenses. The new mileage, too, could not be expected to do so well, but in such a country, doubtless, will do better by-and-bye. The local manager reports a development of the seaside resorts, and as regards the country generally he says everything points to a continuance of prosperity. Negociations are still proceeding for the proposed extensions, and there is every hope that they will be brought to a satisfactory termination, when, of course, the new capital will be issued.

Mr. A. Gonzalez, who is in London, has been commissioned to purchase all the iron work for the railway from Santa Rosa to Salta.

April 23rd

The Board of Public Works sent a note to the Government yesterday approving the plans and estimates of the Societé de Constructions de Batignolles for the construction and Working of the North-West Argentine Railway from Villa Mercedes to La Rioja.

The Home Minister sent a note yesterday to the Board of Public Works announcing that during the absence of Messrs Lucas Gonzalez and Co., Messrs. B. Villanueva and M. Ugarte have full powers to sign for them.

In view of the incredible snag-up in Rosario, arising from an accumulation of goods and produce, Messrs. J. C. Meiggs, Son & Co. have requested permission from the Home Minister to discharge their materials at the mole Guillermo Martin. The Revenue Office advises the Government to give the permission requested.

Owing to certain extensions in the port works, much beyond the original plans, the inspecting engineer of the Board of Public Works has applied for an increase of personnel to look after the new works which are being carried on at several different and distant places.

Mr. A. Sidebottom and Mr. J. C. Gibson have applied for a ten years' patent for an aerial railway which will carry passengers and produce and may be turned to account as a switch back diversion for children and others. The charm of the patent is that there is no danger in this kind of ballooning.

The Governor of Santiago del Esterio has advised the Chairman of the Railway Board that his employees may rely on the support of the Santiago police force to carry out his orders. This sounds stiff.

April 25th

The dispute between Messrs. Nouguier and the Central Argentine Railway, in regard to a tracing from San Fernando to Pergamino, has finally been settled by the parties concerned. Engineer Maes-Etienne has written to the Board of Public Works giving the details and conditions of the arrangements arrived at. Messrs. Nougier agree to cross the Conchas Arroyo at a point to be chosen, and the Central Argentine will cross the same stream keeping always at a minimum distance of ons kilometre from Messrs Nouguier's tracing. The Central Argentine will run their line in the direction of Capilla del Señor. The tracings are to be altered in accordance with these arrangements, which put a stop to a dispute that at one time promised to afford the legal "gremio" some rare fun.

We reserve for our next issue some remarks on Inspector Koenig's report on the Northern Line. The *Standard* reporter, in glancing over the report at the Board of Public Works, misinterpreted it most lamentably, and made it appear as unfavourable to the company; the contrary being the case, as we discovered last evening on reading the entire report through. "Hasta mañana."

Engineer Silva, who was sent up some time ago to make inquiries into the causes of the suspension of traffic on the Andine Line, has forwarded his report to the Board of Public Works. According to the report before us, the suspension of traffic was occasioned by the earthworks giving way at kil. 39 in consequence of the heavy rains. Mr. Silva says that the company must take some steps to preclude the recurrence of the floods. Between Villa Maria and Rio Cuarto the road-bed is in very bad condition, owing to the neglect and indifference of the company, who never have a sufficient number of men to repair the way. In conclusion Mr. Silva states that the company are directly responsible for the present state of the line.

Mr. Fisher, manager of the Central Argentine Railway, has written to the Board of Public Works to state he has resumed running night-trains, but that no combination-tickets will be given until further notice.

According to Mr. T. Clarke's report on the last accident on the Rosario Line, it would appear that the mishap was caused by the derailment of the back wheels of a van. As there was a kerosene lamp burning in this van, the violence of the shock upset it, and in this way the van was fired. It is somewhat singular that with the recollections of the Bancalari disaster still fresh in the public mind, the company should continue to use kerosene. The cause of the derailment was the imprudence of the pointsman, who turned the switch before the train had passed.

Inspector Fay, in his report, states that the train was going altogether too fast in approaching the junction. Mr. Fay shews that the van was dragged half a kilometre, and caused considerable damage to the way. It is quite evident there was nobody in the van.

Once for all let kerosene be done away with. Derailments are now so frequent that a repetition of the Bancalari disaster is by no means an improbablity.

Advices from La Plata state that Mr. Pastor Tapia, chief of the Provincial Engineers' Department, will be named chairman of the Provincial Railway Board, in lieu of Mr. Arias, who takes a seat in the Senate. Mr. Tapia is very well-known and he will doubtless set the Provincial railway in order. The Western Line needs many improvements. The road-bed is in a very bad condition. Mr. Tapia ought to see his way to the erection of a fine terminus at the Once. The present structure is most dilapidated and reflects very little credit on the Province.

Messrs. Ware & Co., according to our La Plata exchanges, have applied for a concession for a line from Ferrari to Puan. The same gentlemen offer to purchase the state line running from La Plata to Ferrari at cost price plus 25 per cent, which appears to be a very favorable offer.

Messrs. Olivier and Co.'s concession for a railway in the province has been purchased in London, it is supposed by the Southern Railway. The price paid is £400,000. Apropos of the Southern Railway, we hear that Messrs. Coghlan and Barker are drawing up plan for further branches of the great trunk-line.

A correspondent writing to a Chilian contemporary gives some interesting details in regard to the Trans-Andine Railway. There are now 2,500 men at work under the superintendence of 20 to 30 engineers, foremost among whom we may mention Messrs. Schwartzman and Mantegazza. The employees are about 60 in number and are under the immediate direction of Mr. Martinez Rosas. At present all the energy of the contractors is concentrated on completing the section from Mendoza to Uspallata. There are to be five tunnels in this section, ranging from 60 to 120 metres in length, and thirteen bridges of 45 to 75 metres. The line to Uspallata has a length of 95 kilometres, and at the boundary line 170. Three staffs of engineers under Mr. Schwartzman's direction are at work looking for the most convenient passage from the Paramillo del Monte to Juncal. This passage will save a lot of trouble, and it is possible that the contractors will now be able to complete the work in three years, although about 17 kilometres of tunnel have to be pierced. On the Chilian side the line will have a length of 65 kilometres from Santa Rosa to Juncal, with 12 kilometres of tunnels. The works are going ahead rapidly.

M. Thouar, the well-known and intrepid explorer, has returned to the Plate with a railway-scheme in his pocket. He proposes to construct a line from Formosa to Carza in Bolivia. Mr. Thouar knows all that territory, which he explored so many times in search of the ill-starred Crevaux

Messrs. Gonzalez and Co. have handed the Public Works Board a cheque for 20,000$ to pay for expense of technical inspection of the lines they are constructing.

Mr. Medici has applied to the Home Minister to dislodge the the switch-back railway in the Recoleta. It appears that this popular means of diversion is situated on ground belonging to the City Improvement Works.

The mileage of the Northern Railway during January was:—

	Kilom.
Locomotives	95,788
Carriages	319,178
Waggons	86.222
Total	501,188

The receipts and expenses of the Pacific line in February were:—

	$
Receipts	117,694.58
Expenses	92,541.47
Net Receipts	25,153.11

Ratio of working expenses	$78.63
Net receipt per kilom	34.72

Dr. Araoz, President of the National Railway Board, sent a circular to all the railways yesterday, stating that unless some other light is at once substituted for kerosene in lighting the carriages, authority will be asked from Government to impose a fine of 200 dollars in each case of infraction.

April 24th

Although in our issue of yesterday we commented on the attack levelled by the *S. A. Journal* against Dr. Araoz, we cannot allow the subject to pass without reverting to it with a view to a more detailed refutation. The article in question breathes all the resentment of a railway-shareholder, who has been put to the torture to consent to some improvement. It breathes the discontent of a Cannon - Street Hotel Board. In a word, the article represents the wounded feelings of the "country's railway friends" across the water. The *S. A. Journal*, interpreting these railway-sentiments says: "Why the Argentine Government should have selected him for the office he actually holds, as the chief of an important department is not very clear to people on this side." We may add there are a good many other things that are not clear to people on that side, and their wilful blindness is much to be regretted. For the benefit of the "people" on that side of the ocean, we shall explain the reason of Dr. Araoz's nomination to the presidency of the N. R. Board; No better man could have been chosen. He came before the public at a moment when his knowledge and experience afforded a double guarantee of his competency to fill the exalted post he occupies. And this is precisely where the shoe pinches. He knew where the abuses lay, and attacked them at once. An ignorant or incompetent chairman would not have perceived these abuses, or having perceived them, would not have known how or where to apply the remedy. To the credit of Dr. Araoz be it said that he has done away with most railway-abuses and has undertaken the herculean task of placing the lines in proper working order. The perfection of the working of the railways here appears to be an accepted fact in London, and seems moreover to be "very clear to the people on that side," although it is not quite so clear to Dr. Araoz or to anyone who knows anything of the lines here. Then the *S. A. Journal* goes on to say that Dr. Araoz has done his best to render his incompetency "evident to the meanest capacity," in other words to the gentlemen who pose as his judges at a distance of so many thousands of miles. Dr. Araoz's professional record is a brilliant one, and in this respect all attack on him is ridiculous. The proof of his ability is the delicacy with which he has wounded the feelings of shareholders in correcting the abuses on their lines. Further on the *Journal* says: "Dr. Araoz seems to be desirous of performing his duties in the manner most calculated to cause annoyance and offence."

There are two sides to this little question, and we would respectfully ask to whom he is desirous of "causing annoyance and offence." Not to the public surely, who applaud him every day, whose servant he is, and of whose interests he is the champion. So much the worse for the London Boards and shareholders, if in the performance of his duties he causes them "annoyance and offence." This country will not consult their opinions or their feelings; and it is much to be regretted they should consider themselves either annoyed or offended, when called upon to discharge their engagements. Before we conclude this brief refutation of the unjust and we may add ridiculous charges brought against a personage of the stamp and calibre of Dr. Araoz, let us pause for a moment to consider the "expiring kick" of our contemporary's article. It says: "It is, however, just to the Argentine Government to observe that he has been very properly and deservedly 'snubbed' by his superiors.": "In his 'high and mighty' way Dr. Araoz has been imposing fines on such railways as have failed to come up to his particular standard of excellence, or, by acts of omission or commission, have failed to meet with his approval. Now, the question arose as to how these offending companies could be made to pay those fines. This must have greatly exercised Dr. Araoz, for he finally sent a communication to the Minister of the Interior complaining that the fines in question had not been paid, and requesting the Minister of Interior to instruct the Governments of the various Provinces to place at his disposal the public force to compel their payment. We rejoice, however, to state that the good sense of the Government prevented them from lending themselves to such an abuse, and that they have returned the communication to Dr. Araoz, informing him that the proper way to enforce any penalties incurred by the railway companies was to bring the matter before the courts in the usual way." People on this side will indulge in a mild laugh at this "tirade" which is of a piece with the entire article. The *S. A. Journal* writes in the dark. It has yet to learn that Dr. Araoz's ability is fully appreciated by the Government and the public, and that, so far from opposing him, the Minister of the Interior issued a decree some time ago ordering the public force to be placed at the disposal of the National Railway Board. In conclusion, we should advise our London contemporary to abandon its railway prejudices, take a broader view of things out here, and collect all information before attacking so well known and so competent a gentleman and official as Dr. Araoz.

Mr. Thomas Sarmiento has been named manager of the Andine Railway. Let us hope the line will now improve.

Government has authorized the Pacific Railway Company to work a movable crane on their line

The B. Ayres and Rosario Railway plans for branches from Galvez to Fortin Morteros and from Irigoyen to the city of Santa Fé, have been approved.

The Compañia Nacional de Transportes have 60 new wagons ready for service at Palermo Station.

Owing to pressure on our space we reserve for to-morrow a few remarks on Inspector Iriarte's report on the last accident on the Rosario Railway: also Mr. Fays general report on the same line.

April 26th

Faithful to promise we open Mr. Koenig's report to-day with a view of shewing that, so far from being unfavorable it proves that the Northern Railway is in excellent working condition. Our readers may remember that some time ago Inspector Koranda issued a report taking the Northern Line to task and making serious charges against the management. Mr. Brown protested against the report and the Board of Public Works then named Mr. Koenig to draw up another report, which shews that Mr. Koranda somewhat exaggerated the state of things. Turning to Mr. Koenig's report we make the following extracts: "From the appended lists..... it will be seen that, of the 15 locomotives belonging to the company, there are:

Two undergoing general repairs.

Two out of service.

Seven, requiring some slight repairs.

And four in good or satisfactory condition."

"Of the 44 carriages with 2314 seats belonging to the company there are:
Two undergoing general repairs.
Twenty two, in good or satisfactory condition.
And twenty, which need more or less important repairs.
"Of the 11 vans there are:
One, undergoing repairs.
Two, requiring to be repaired.
And eight, in good or satisfactory condition."
"Of the 279 wagons owned by the company, I could only inspect 224, the remainder being at the time on other lines. Of these 224 there are:
Twenty-eight, undergoing general repairs.
Six, which should be immediately withdrawn from service, being in very bad condition.
And twenty-six, with more or less important defects."
"From the foregoing it may be inferred that
of the locomotives... 73 o/o
" " carriages....... 50 "
" " vans............ 27 "
" " wagons......... 27 "
are being repaired or have more or less important defects."

The foregoing is a literal translation. So that after all our reporter cannot be blamed for jumping at the conclusion that the report was of an unfavorable character. But let us continue our translation:

"The chairman (Mr Pirovano) will therefore see by these figures that the rolling-stock, both for quantity and quality, is inadequate to cope with the traffic of this line, but I believe that as soon as the new rolling-stock ordered some time ago from England, as I was informed by the manager, arrive,s the company will be placed in a position to meet all the requirements of traffic. The new rolling-stock comprises:
Five locomotives due within the next six months.
Twenty first-class carriages with 24 seats each; 10 of these are due this month, and the other will be here next summer.
And 100 trucks of 15 tons each.
"This rolling-stock will be quite sufficient for the traffic, if kept in good repair, which up to this appears to me impossible, as the workshops at the Retiro are too small...... To this I called the attention of the manager, who informed me that the company have purchased 250,000 square varas near San Isidro and San Fernando Stations, at a place called Punta Chica, where he purposes beginning shortly to erect the new workshops."

As a rule, the trains run with great punctuality. The carriages leave some room for improvement in the way of cleanliness, but on rainy days it is next to impossible to keep them clean. The signal-service at the stations is perfect, and the company have a good staff of carriage-inspectors at the Retiro and Tigre."

The kilometrage run by the Central Northern and Extensions during January, February, and March was respectively: 1,619,363, 1,594,988, and 1,739,704.

Inspector Fay writes to Dr. Araoz to state that he has succeeded in settling the combination ticket question between the Managers of the Rosario and Central Argentine Railways. For the moment, however, no combination tickets will be sold for the Central Argentine and Andine Lines, since the trains travel at a very reduced speed owing to the damaged condition of the bed.

If the fine weather continue, Mr. Fisher, manager of the Central Argentine, is confident of resuming the time-table.

The manager of the Central Northern has written to Dr. Araoz stating that his trains are now provided with the requisite accommodation for the post-bags.

Dr. Araoz, President of the National Railway Board has informed the Minister of the Interior that he is now engaged with the Board of Public Wroks, in drawing up the General Plan of the Railways of the Republic.

Mr. White, C. E., on behalf of the C. B. A. Tramway Company, has asked leave from Government to lay lines to South Basin according as the advance of the works permit.

April 28th

The Board of Public Works has informed the Minister of Interior that, as there is no Act of Congress authorising the extension of the Southern of Santa Fe Railway to Achivas, through Rio Cuarto, the contract for said work cannot be drawn up till such an Act is passed.

The kilometrage of the Provincial Railways of Buenos Ayres in March was:
Locomotives...... 851,018
Carriages......... 901,770
Wagons........... 2,123,350
Total... 3,886,144

The manager of the East Argentine Railway reports to the Department of Public Works that he has gone over the line since the floods subsided, and that he finds the permanent way only slightly damaged. Traffic was resumed all along the line on the 25th. During the suspension of traffic the steamer Ibera was the only one that came down the river for the mails and passengers for the upper Uruguay.

Engineer Gurslhig has called for several cranes, as the bridges on the Chilcas-Jujuy Salta-Santa Rosa line are about to be commenced.

The Public Works Board have advised Government to wire in both sides of the line from Chumbicha to Catamarca, and the most dangerous parts of the Dean Funes and Chilecito branch.

Messrs. Meiggs & Co., who have bought the concession of the Nanducito and Presidencia Roca line, have submitted the plans from kilo 100 to Presidencia Roca, those for the first 100 kilos being already approved. They propose a slight change in the route between kilos 450 and 500.

The use of kerosene in trains is said to have caused the blaze that occurred on the Central Northern Line at Avellanada station the other day. The post-waggon took fire while the train was at the station; half the mails were destroyed, and also $125,000 in bank notes belonging to the railway company.

Messrs. Delfin Gallo and Eduardo Madero have applied for approval of the statutes of the railway from Villa Maria to Rufino. The Local Board is formed by D. Gallo, E. Madero and Lucas Gonzalez. Capital £525,000 Stg.

The Works on the Pobladores Company's line from Belgrano to Las Conchas will be commenced to-morrow.

The Pobladores General Company have informed the Government that they are ready to begin the canalization of the Riachuelo, and therefore petition that all obstacles in the way of ocean vessels, from Barracas Bridge to the city boundary, may be removed, including all permanent bridges, not excepting those of the Ensenada and Southern Railways.

Inspector Fernandez says that Villa Maria station on the C. A. line is quite behind the age; no accommodation for either travellers or trunks. The service is most irregular. Complaints of lost luggage are loud and frequent. The Inspector says through tickets to Buenos Aires, Rosario and Cordoba should be issued. The Andine passengers have to leave their beds at 2 o'clock in the morning to take tickets to continue their journey.

Dr. Araoz has telegraphed to Inspector Fernandez to make the Andine and Great Western send their sleeping cars on to Rosario, without change of car at Villa Maria, and the Central Argentine to send its Morpheus cars on to San Juan without any change. This will create a squeeze, as there is lots of sleep but few sleeping cars in the case.

April 29th

The manager of the Central Entre Riano Railway has informed Dr Araoz, Chairman of the National Railway Board, that the Board of that company met on the 17th inst., and resolved to change the good's traffic in regard to the classification of goods and produce per waggon; furthermore the load per waggon shall be henceforward reduced from 12,000 to 10,000 kilos.

Inspector Fernandez announces that owing to shortage of fuel, the management of the Andine Railway suspended the mixed train that should have left Rio Cuarto yesterday for Villa Mercedes. Thus is the steamer coal shortage spreading to our railway system.

Same inspector Fernandez makes the startling announcement that, owing to want of sufficient personnel, three trains went off the track at Rio Cuarto Station This is a pretty how d'y do!

The Railway Inspection Board recommends the approval of the plans presented by the concessionares of the proposed railway from Resistencia to Formosa.

The Inspection Board have also reported favorably on the request of the Andine Railway management to build a branch line from kil. 118 to the end of Mr. Avalos's property in Rio Cuarto.

April 30th

The N. R. Board was in full swing yesterday and a lot of business was done Telegrams and instructions were wired up country to the inspectors, which shews that Dr. Araoz is fully alive to the importance of looking after the lines in the Interior, and Mr. Cortinez presented his report on the application for payment of guarantee filed by the East Argentine Railway. As our readers are already aware, the guarantee applied for is for 1888, and sums up the respectable amount of 340,784 m|n, or a trifle over £67,600 sterling. Although Mr. Cortinez has not yet studied the statements for last year, and although he sees no objection to the payment of the guarantee, he is nevertheless of opinion that the amount is altogether too high and that it should be cut down by 21,977 m|n. This item, he says, should not be included in the guarantee-account, as the State has nothing to do with brokerage etc. Dr. Araoz will probably take the same view of the case.

Amongst the telegrams sent yesterday by the Board, we note one to Inspector Fernandez instructing him to see that the sleeping-carriages on the Andine and Great Western be sent on to Rosario without changing at Villa Maria. Another to Mr. Fisher, manager of the Central Argentine, advising that Inspector Fernandez had reported to the Board that there was a heap of luggage delayed at Maria, that the Central Argentine was not issuing combination tickets with the Andine, and that many complaints had been made of luggage and parcels going astray. At the same time the manager is informed of the instructions communicated to the Inspector, as above mentioned.

A telegram was also sent to Inspector Nolasco, instructing him to see that the Central Argentine sleeping-coaches be sent on direct to San Juan, if the Argentine Great Western carriages have not adequate accommodation. Notice of these instructions was also wired to the manager of the Argentine Great Western.

Mr Cortinez has drawn up an interesting report on the reports of Inspectors Manguero and Bruland in regard to the working of the Central Northern Railway from February to March last. In spite of the many improvements made in the services Mr. Cortinez says there is yet much to be desired. He urges the necessity of enlarging the deposits and stations. The staff of employees is not sufficiently strong, and he finds that the applications for wagons are but indifferently recorded in Tucuman Station. He opines that the stationer's stall at Santiago should be removed, since it is an obstacle. In regard to the appearance of the guards and others, he states that even on this score there is room for improvement, and he urges Dr. Araoz to oblige the Manager to give them a uniform as is customary all the world over, although the Railway Act does not render the wearing of the uniform compulsory. Mr. Cortinez calls attention to another point. It appears travellers up country often carry a phenomenal quantity of luggage in the carriages, and as this is unquestionably an inconvenience, he opines that the abuse should be at once cut short. In conclusion he praises the activity and zeal of the manager, and quotes an incident of this activity. At the time of the Jesus Maria Bridge accident, wagons accumulated in the most alarming manner in Cordoba. The manager set to work and in 10 days removed one thousand delayed wagons.

Mr. Cortinez has also drawn up a report on the Pacific Railway, and dwells at length on the following points: 1st The delays in the service; 2nd The insufficiency of the rolling-stock; 3rd The wretched condition of the line near Palermo Station; and 4th the complaints filed by Inspector Magendie against the station-master at Pilar. On the first three points we shall say nothing, as by their simple enumeration our readers can form an idea of the tenor of Mr. Cortinez's report. On the last there is little to say. It appears that the Inspector observed certain irregularities and immediately lodged a complaint, and all we know is that the same inspector will be instructed to draw up a more complete report in this particular regard.

Mr. Pinto's report on the Pacific Railway has also passed through the hands of Mr. Cortinez, whose activity is worthy of praise. Mr Pinto urges the N. R. Board to allow the public to complain directly to him, and Mr. Cortinez is of opinion that a notice to that effect should be posted up in the stations. The old system of complaint books has its drawbacks, as every manager knows, and it is better for the public, when they have a complaint to make, to make it directly to the Inspector.

Messrs. Pelleschi and Mackinlay have applied to Government for privilege to land free of duty the material required for the construction of the railway from Villa Maria to Rufino.

The Board of Public Works have notified the Central Argentine Railway Company that they must begin at once to repair the damages caused by the recent rains Inspector Dix has been instructed to indicate the repairs to be effected.

May 1st

The Andine Railway Scandal is at last coming to a head. Yesterday Dr Araoz sent a note to Minister Pacheco stating that the "vices" of the Line are so deeply rooted that it is useless to try to remedy the evil by ordinary means. He would, he says, have urged the Government to rescind the contract of lease, but he thinks it too late now, as the documents for the sale of the line are about to be signed. Nevertheless, the State has still a grip on the company. The contract grants a 5 per cent guarantee on the cost of the line—five millions—and also on the sum of 2,500,000 dollars, which are to be sunk in improving the line. Dr Araoz urges the Minister to oblige the purchasers, when signing the contract, to draw up a detailed list of all the requisite repairs and improvements and to pledge themselves to execute the works stipulated in that list. We think that Dr Araoz has hit the nail on the head. The purchasers must bind themselves to place the line in proper working order.

Some time ago Messrs Clark and Sanford, who purchased the Andine Line from the State, applied to the Government to know how much they were to expend in putting up gates at the level-crossings. We learned yesterday that the Board of Public Works will not determine the amount without first having a peep at the contract of sale.

Messrs Clark and Sanford have been authorized to erect a "brete" at the Rio Cuarto station.

Inspector Dix has just finished, in company with Mr Petty, a tour of inspection over the Central Argentine. Mr Dix is convinced of the necessity of general repairs, raising the level of the line in certain places, and clearing the waterways. Inspector-general Schneidewind is highly in favor of Mr Dix's advice, and will instruct the company to carry out the desired improvements.

Three telegrams were received yesterday by Dr. Araoz: One from Inspector Nolasco from Mendoza, stating that the sleeping carriages would be run in direct to San Juan. San Juan lies about 157 kilometres from Mendoza, and up to this the passengers had to turn out at Mendoza and get into other carriages. Another from Inspector Fernandez from Rio Cuarto, stating that the train due on Tuesday at 9:30 a. m. had arrived at 4:30 p. m. on that day. The delay was caused by the bad state of the line. The third telegram was from Inspector Fay, who announces that the Central Argentine has resumed the issue of combination tickets with the Buenos Aires and Rosario Line.

Inspector Fay forwards to Dr. Araoz from San Nicolas a report, dated 28th ult., in which he says that the Rosario Line is working with punctuality, but that delays continued on the Central Argentine. He gives an account of a derailment caused by a horse on the line, which occurred last week at kilo 254 on the Central Argentine. The Cordoba night train was delayed five hours at Villa Maria on this account and arrived in Rosario at 1:40 p.m. instead of at 8 a. m.

Our Paraguayan exchanges state that President Escobar has issued a decree selling the railway to Paraguari and Villa Rica. The price is not stated, but the terms are one-half in gold and the other in paper.

Mr. C Chapeaurouge, who represents a strong syndicate of Argentine capitalists, is in the field with a most extensive tramway project. The project has already been approved by the Intendencia and now awaits the sanction of the Consejo Deliberante. Mr Chapeaurouge proposes to build a complete network of tramway through the city. It would run from South to North through the principal streets and compete with all the tramway companies, but most particularly with the Central or Lacroze tramway, which, by the way, was handed over yesterday to its new proprietors. The Boca and Barracas tramway would also be affected.

The kilometrage run by the Southern Railway in March last was: Carriages and wagons 7,918,192, locomotives 307,373. The traffic receipts during the same month were: gross returns $685,787; working expenses $285,713. Net earning $400,074.

Mr. E. Gully has applied for the registration of the statutes of the Cordoba and North Western Railway Company Ld. Capital £350,000. This concern has purchased the concession for a railway from Cordoba to Cruz del Eje.

Mr. Gabriel Salade has issued his report on the section of the Western Railway from Once to Moreno. He says the road-bed is in a dilapidated condition, which he traces to the following causes:
1st. The bad quality of the soil.
2nd. The worn-out condition of the material.
3rd. The rainy weather from September 1888 to March of this year.

The Board have only 225 men engaged in repairing the line, and this number is of course insufficient. Double the number is required. Mr. Salade is also of opinion that more sleepers should be laid, as the traffic over the line is extraordinary. With so much pressure of traffic, it is evident to all, not excepting a railway-director, that a well-organized body of gangers should be continually at work. The present system of patching is superaniuated and ridiculous. As fast as the men repair, the line gives way in other directions.

It is a good sign to see the Provincial Railway Board displaying more than their usual zeal in looking after the railway-interests of the Province, and we hope the new chairman will not rest until the line be placed in proper working-order.

Government has refused to admit free of duty materials for the Central Argentine Railway.

May 2nd

Our La Plata exchanges yesterday reported an off-the-track on the Southern Line between Las Flores and Rosas. It appears the driver did not perceive a few lazy 'novillos' on the track and ran through them with the result that the engine was thrown off the rails. Ten 'novillos' were killed by the iron-horse. The passengers got off with a fright and an hour's delay.

Inspector Nolasco has wired from Mendoza the delay of the passenger train at La Pas until 12 o'clock on Tuesday, due to the goods train having gone off the track at Desaguadero. The passenger train had left Mendoza on Monday.

Mr. E. S. Thomasen, an engineer recently arrived, has offered his services to Dr. Araoz to inspect and report on all the railways in the republic for the term of a year without either salary or travelling expenses. Mr. Thomasen has a world-wide experience in railway matters, and his proffered services will no doubt be gladly availed of by the Board.

Late advices announce that the manager of the Andine line has been again deprived of his liberty, and we believe that Mr. Cortinez goes to hold an inquiry into the matter, and take whatever measures he may deem right.

The manager of the Central Northern has advised Dr. Araoz that, due to the bad state of the permanent way, a wagon of a mixed train went off the track at kilometre 229, between Recreo and Sotor Alejos Stations.

The head of the Contral and Accounts' Department, Mr. Cortinez, leaves to-day for Rio IV., commissioned by Dr. Araoz.

Mr Fisher has wired to Dr. Araoz that communication will be re-established to-day between the Central Argentine and all other lines in combination.

COMMERCIAL NEWS

Monday, April 22nd.

The week opens with promising prospects. Gold tumbling, stocks rallying, and exchange keeping up bespeak a fairly satisfactory state of affairs, which is further heightened by the animation in the produce markets, where everything sells and at high prices. With regard to the premium, it was quoted in the morning at 158.50, and at 157.50 in the evening, and looks like falling still further, and it was said that the brokers who have applied to the National Bank for gold for the liquidation are now backing out, since they can buy in the market at 157.50, whilst in their petitions they had asked for gold at 159. How long this very favourable reaction may last it is of course impossible to foretell, but it is none the less extremely satisfactory.

Business at the ring to-day could not have well been duller, and it is quite evident that the spell of idleness of the past week has exerted a relaxing effect on the brokers' proverbial activity. Prices ruled much the same as they closed on Thursday, but there seems to be a better tone in the market, and with the fall in gold there is an opinion gaining ground that stocks will improve. There was more demand for National Bank Shares for end of May, 261.50 being paid for that date and 257.50 for end of month. Credito Real continue to cling on at 137 for end of month, and Bolsa Bank Scrip at 58 for cash, but La Plata Moles have boomed up to 142 for end of month and 145 for end of May, a very sensible improvement indeed when it is considered that a month ago they were friendless at a rate of say 20 o|o premium. Catalinas were done ae 151 50 for end of month, and Constructors at 131.50 for same date, the obligations fetching 14.50 for cash and end of month. The movement in Cedulas was below the average, and brisker in the National than Provincial series. Rates shew no change. Altogether the day's business shewed considerable flatness.

Two offers have been made to the Government for carrying out the hydraulic surveys of the Uruguay and Parana, and drawing up projects for canalization between Martin Garcia and Concordia. One is from Messrs. H. Wanters and Co. They offer to do the work for $180,000. The other is from Mr. M. V. Diaz, representative of the Dragadora Argentina, who offers to do it for 150,000 dollars

The Engineers' Department has applied to the Home Office for a further credit of $92,400 for hydraulic works.

Tuesday, April 23rd.

The market was in a spasmodic mood to-day. The gold premium tumbled in the morning and jumped back in the evening, and nobody knows how matters really stand with such terrible oscillations. The first price to-day was 157, after which the rate tumbled like lightning to 155.50, but later on reacting, closed at 157 with buyers. As for the stock market, it looks fairly firm, although National Bank Shares, after spurting up to 259, have fallen again to 257.50. Many parties think stocks fully up to their value at present quotations, but the tone of the market is most decidedly for advance, and it is more than probable that quotations will shew improvement when paper, abnormally tight for the moment, becomes easier. The state of the Cedula market is most settled and satisfactory, in spite of apprehensions that the deluging of the market with new series would cause a bad impression. All the series, however, both National and Provincial, are firm, though Provincial O has not yet made its appearance to any sensible extent.

Operations in National Bank Shares at the first hour embraced 1,600 for end of month, opening at 258.50, fluctuating between that rate and 258, and closing with sellers at the latter rate; for end of May there was fair demand, and the quotation, after dropping to 261.50, closed at 262. Pobladores Railway stock again put in an appearance to day, after a prolonged absence, as fully paid-up shares, and were disposed of at from 1 to 5 o|o premium; the previous sales of the Scrip were at a discount, which reflects improvement. La Plata Moles again manifested a rising tendency, being done at 140 for cash and up to 146.50 for end of May. Credito Real and Bolsa Bank were quiet and firm; as also Constructors, which find buyers at 131 for cash and 135.50 for end of May. Obligations changed hands at 14.50 to 14.70 for cash and 15 for end of month. In Cedulas, D and E National and M and N Provincial shewed most activity, and rates all round were up.

In the exchange market brokers report much doing, and it is said that large amounts have been done as high as 47⅝d. The rates of the market are 47½d.-⅝d. London, 4.98-99 francs Paris, and 5 francs Antwerp.

In discounts paper is again very tight and gold not over easy. Pagares are done at 10 o|o. The gold rate is about 9 o|o.

The sale of 200,000 gold Cedulas in one lot effected in the ring to-day was the talk of the market, and we hear that these Cedulas are going to Europe, where there is a ready market for this stock. Several houses are now remitting gold Cedulas.

A joint-stock company styled the Sociedad Exportadora Argentina, with capital of two million dollars, has been started in La Plata; Dr. Antonio Gil being president and Messrs. Pividal and Cisneros vice-presidents. The sphere of the company's operations will embrace principally purchase and sale of produce, advance of funds to farmers, building deposits, &c.

Wednesday, April 24th.

It is not now thought probable that the premium will sink much lower this month, as the late fall in prices has caused increased demand in the market for amounts to cover end of month operations, which, had gold kept up, would have been taken from the National Bank. It seems that the brokers, having received no answer from the Bank to their petitions, have taken advantage of the comparatively low rates now asked in the market, and thus the Bank will be able to keep its gold, which will be all the better. The rate this morning opened at 157, and dropped to 156.50, but afterwards reacted and closed in the evening between 156.50 and 157.

Business at the first hour to-day was fairly brisk, especially in Constructors, which begin to show a fresh booming tendency, as a large business was done for end of month and May, for which dates many sellers were offering up to 132.50 and 136 respectively. Some Pobladores Railway Scrip changed hands at 31, being paid up 30 o/o. Commercial Bank shares were quoted at 2 o/o premium, and Teleg.-Teleph. Shares maintained their rate of 135. Bolsa Bank shewed signs of weakness, falling off to 57,50 for cash and 58 for end of month. Credito Real improved to 137.50 for end of month and 140.50 for end of May, and La Plata Moles aloo improved to 148, but closed at 147.50. Catalinas, which were done a few days ago at 150, have rallied again to 152, and to 154.50 for end of May. National Bank is perhaps the only stock that looks sickly, having now dropped to 256.50, but the resistance to fall is singularly tenacious, and a "degringolade" is not apprehended. Cedulas all keep up and are in steady demand.

The sale of the Morcado Florida, 7000 square varas, for 200 Nats per vara, is the news of the day. The boleto was signed a few days ago, and the sellers, who reside in Montevideo, Messrs. Ellauri and Munoz, when they arrived down there, were offered 250 Nats per vara by Mr Casey; but as the boletos were signed the sellers could not accept the offer. It goes to shew how city property in Buenos Aires is rising. Another sale of city property near the Plaza Lorrea, at the rate of 350 m|n per vara, facing on the new Boulevard, is reported; and the old corner of Calle Florida and Rivadavia, which Mr Cano bought a couple of years ago with the intention of building an hotel, is to be sold by auction in a few days; the upset price being 900 m|n per vara cuadrada. This shews the very rapid appreciation of city property.

Another bank is about to be started here under the title of Banco Napolitano, and we believe the board will be composed of Argentine and Italian capitalists. Mr Juan Etchegaray is the promoter, and temporary offices will be secured near the Bolsa.

Mr Angel Lastre has been warmly congratulated on his re-appointment by Government to the post of president of National Bank for another period of two years.

With regard to the property purchased on the Avenida Mayo by Dr Juarez Celman for ½ a million dollars, it may be interesting to note that it formerly belonged to Messrs Grunbein and Linck and was disposed of a short time ago by Mr Ellauri to the last seller for 100,000 m|n.

The Board of Public Works are in favour of Messrs Madero's project to raise the level of the wharves in the new port.

Mr J. Huergo has applied for the registration of the statutes of the new auction company, La Comercial, capital $200,000. This concern proposes to sell produce by auction.

Mr S. Sastaldi has applied for the registration of the "Union Fluvial," capital 1,200,000 dols. This company has been organized with a view to take up the cargo traffic of the Plate, Parana, Uruguay, and Paraguay.

In exchange, brokers report few takers and rates up, but it seems that the best paper has already been swept off the market. To-day much Montevidean bank paper was offered at 47 5/6 and the market rates are quoted 47¼-⅜d, 499 frans Paris and 5 francs Antwerp.

Operations were again brisk at the second hour, and National Bank shares monopolized a good deal of the attention, weakening off still further to 256 for end of month and 260½ for end of May. Constructors advanced to 132 for cash, and 132½ end month. La Plata Moles remained firm at 147½ for end May, but Bolsa Bank fell off to 57½ for cash and 58 end month. Credito Real reflected no change. Some Pobladores Railway Scrip 30 o|o were done at 30 for cash and 31 for May 3. Cedulas were quiet but in good demand and at firm rates.

Thursday, April 25th.

Business to-day at the first ring was brisk all round. The sovereign stock, which for some days past has been developing pronounced signs of weakness, occupied most attention, and heavy lots were disposed of both for end of month and May at declining rates. Opening at 256, the closing rate of yesterday for end of month, the rate fluctuated between 257.50 and 255 almost until the close of the ring, when the weakness became so accentuated that the quotation dropped to 254 without shewing any signs of reacting; for end of May there were many buyers up to 258.50. After the sovereign stock, Constructors occupied most attention, there being brisk demand for all dates, at 132.50 for end of month, 136 end of May, and 139.50 end of June. Bolsa Bank Scrip fell off to 59 for end of May. Catalinas keep firm at 153 for end of month, as also Credito Real at 137 for same date. Some other stocks were quoted at firm rates, and it it is thought strange that whilst National Bank is tumbling, the other stocks keep up. Cedulas were quiet and firm.

An important sale of land at Campana is reported. The property measures 100 squares, between cliff and the river, and has been up to the present practically useless to the owners, being marshy. It has now been purchased by the Pilar-Campana Railway Company for 1000 m|n the square. Sellers, Messrs. Costa Bros. The company intend to build moles and large goods sheds on the site.

The dividend of 6½ dollars lately declared by the Primitive Gas Company is payable from Monday next.

A decree appeared yesterday granting the Banco Constructor power to buy and sell their Obligations, but only for account of third parties. Although the Attorney-General, Dr Costa, reported unfavourably on the bank's application to this effect, it seems only just to allow the bank a privilege enjoyed by almost every other kindred concern in the Plate. The decree put fresh strength into the stock, and the shares and

Sixty million more Cedulas for a heavily burdened market! It is said that on the meeting of Congress the National Mortgage Bank will be authorized to emit three more series, F, G, and H, of 20 millions each. One of the saving features of the idea is that Minister Varela hopes to be able to place the greater part of them in Europe.

Friday, April 26th.

The excitement at the first ring to-day was something tremendous, as National Bank Shares began to decline, and sale followed sale with the rapidity of lightning, the rate dropping from 252 to 250.50; at this quotation the first symptom of a rally set in, and as buyers were numerous for end of May at from five to six points difference, the quotation reacted slowly to 252, at which it closed between buyers and sellers for end of month and at 257 for end of May. There were many very long-drawn faces at the ring over this unaccountable fizzle, but it is a matter of remark that the heaviest losers are some of the strongest names at the ring, and it is concluded from this that matters are not so serious as the heavy differences of the month would lead to suppose. It was also said that the National Bank will give paper against its shares at a moderate interest, and this will no doubt so relieve the situation that dealers confidently look forward to the stock being maintained at present rates, and even to a slight improvement. Another thing also very palpable is that a heavy unloading of the shares is going on. Many, it is true, are passing over to next month, but a no small number are getting out of the stock in order to be able to look on as mere spectators at the course of events. With regard to the other stocks, Constructors are notably buoyant, and La Plata Moles fairly so, but Credito Real had to give way, and seems hard set to maintain a 35 o|o premium. Bolsa Bank Scrip steadied at 57 cash and 58 end of month. Cedulas seemed a trifle weaker all round, but rates as yet show no very decided symptoms of decline.

Exchange brokers reported a further improvement in rates to-day, and it seems that banks are now offering 47⅛d. The market rate is quoted 57⅜-7/16d., 4.98 francs Paris, and 5.01-01½ Antwerp. In francs, however, there is nothing on offer.

Saturday, April 27th.

Business at the first ring to-day was fairly brisk all round. Much of the liquidation is being got through in passing shares to next month, and although stocks as a rule looked a trifle weak, they have held up wonderfully considering the tightness of paper money. The sovereign stock improved very sensibly its quotations for end of month, which touched at one moment 256 and closed a half point lower; there were numerous buyers for end of May, but the rate, which touched 260, fell off again to 257.50, closing at 258.50. These rates alone show the tightness of paper and the confidence of dealers that the stock will rally. As for Constructors, they maintained a rate of 132 almost until the close, when they weakened off to 131.50 for end of month. Credito Real fell off a point to 136 for same date. Bolsa Bank held up, as also La Plata Moles, but Cedulas shewed some shrinkage in nearly all the series quoted, both Provincial and National; the O series was disposed of as low as 76 for cash.

The Bolsa correspondent in London telegraphed the news to-day that National A and B Cedulas are quoted at 59½ o|o, and Provincial I and J at 57½. It is strange that A and B should be quoted at the same rate when here there is a difference in price of some 6 o|o.

The National Bank discounted yesterday 1,350,000 dols. between gold and paper.

Advices from Bragado announce that the branch of the Provincial Bank in that town has discounted over 200,000 dollars during the current manth, principally in small amounts. The Buenos Aires house has not discounted for a long time, which is the subject of much comment in the market.

The Revenue Office has reported favourably on a petition presented by Messrs. P. Beck, W. F. Woodgate, and A. Newman for a state guarantee of 5 o/o on a capital of one million gold dollars to be invested in the export of frozen meat under the Beck system. The capital has been already subscribed by a syndicate of European bankers, and all the preliminaries for starting the business arranged. The minimum of animals to be exported in first year is fixed at 5,000.

A new bank with capital of one million dollars in 1000 shares is about to be started. It is styled the Banco de Credito Minorista, and, as the name intimates, the bank's operations will be principally with the large retail business of the city. The offices are to be opened in Calle Cangallo 557, between Florida and San Martin.

Mr. Pereda has addressed a vigorous note to the Rural Society, in which he attempts to show that a great part of the mortality in the herds and flocks is due to the importation of diseased animals. He proposes that a committee of estancieros and breeders should consider the advisability of quarantining all live stock imports.

Two more "centros agricolas" are reported; one on Mr. E. Godoy's estancia of 9092 hectares in Puan, and the other on 10,070 hectares belonging to Messrs P. M. Cernadas and Co. in Trenquelauquen.

Monday, April 29th.

To-morrow's liquidation will bring to a close another stormy speculation, and memory must travel far back to seek a precedent for the vicissitudes through which the sovereign shares, not unscathed, have passed this month. At the opening of the month they gave promise of realizing the most sanguine expectations entertained of them, but later on they began to waver, then to decline, and finally to tumble in most demoralizing fashion, shaking the position of the market to its very centre. It is worthy of note, however, that the losers this month by the fall, which embraces some 17 points, are the strongest people in the market. Failures, it is true, are talked of, but as yet it is confined to talk; no names are mentioned, and the speculative surface is still, so to speak, unruffled. Momentous, no doubt, to-morrow's liquidation will be, but apprehension is not very widely awake, and many think that matters, instead of growing worse, as the situation would portend, will mend. As for the gold premium, it was firm to-day at from 156.70 to 157, and will in all probability take a downward route after the weight of the liquidation is over. In produce circles everything looks promising, and taking one thing with another, though the market is not exactly in a normal state, neither is it labouring in the throes of even a semi-crisis.

Business at the first ring to-day was most important. The sovereign stock again fell off to an alarming extent, closing weak for all dates; and although holders are confident of a reaction this month it is more than probable that the quotations will go even lower still before they begin to rally. Another disquieting feature was the tumble in Cedulas; the National series, at least those quoted, C and D, not only held their own, but even improved, with Provincial series were all weak-kneed, with the exception of K. M dropped to 76.50 for cash and 76 for end of month; N to 76 50 for cash and 76.60 end of month; O to 75.10, though it afterwards improved to 75.50. This caused much comment in the hall, and the terrible abundance of the stock and the probabilities of fresh issues were generally set down as the cause. Constructors held their own at 131.50. Credito Real improved to 138 for end of month and 141 end of May, but Flores Constructors dropped back to 110. La Plata Moles were steady, operations being confined to end of May. A lot of 11 Banco Sud-Americano Shares marked on the Board at 85 was generally descredited, but we know of a sale made a short time ago, 100 shares at 80 cash, which were afterwards disposed of in the ring at 94, thus lending a certain amount of credit to the quotation.

Paper was reported rather scarce to-day, being quoted at from 12 to 15 per cent, although some stocks were passed at 2 per cent a month. The banks, as usual at end of month, restricted discounts.

A notice was posted on the Bolsa from the National Bank to-day announcing that with regard to the brokers' applications for gold to close the liquidation, the rates set down by the brokers need not be considered binding, the bank undertaking to supply the gold required at the market rate.

A telegram was received from the Bolsa correspondent announcing that the F. C. Central Paraguayo Company has launched £700,000 on the London market in shares and debentures.

Tuesday, April 30th.

To judge of the important role that National Bank shares have played in this month's speculation it is only necessary to record the fact that a syndicate alone lost 900,000 dollars, a tremendous loss truly but in naught surprising when the extent of the differences and immense volume of the speculation is taken into account. Matters, however, seem now to have settled down. It was apprehended that the settlement would be fraught with difficulty, but the contrary has occurred, and thanks to the heavy losses of the Syndicate the brunt of the fall has not fallen on the market. The shares, which were done at 146 yesterday, were eagerly snapped up at auction at 251; to-morrow they will probably open at 256 or 257 for end of May. As for the premium on gold, everything points to a fall, at least for the present. It ruled to day at 157½ and even as low as 155.20 for cash and at 156 for end of month, but there is nothing now to impede a vigorous downward impulse.

At the ring, strange to say, matters were almost monotonous. The result of the settlement was anxiously awaited, and there was little disposition to operate for May. A fair business, however, was done in Banco Construtors, Credito Real, and National Bank Shares. In Constructors, 2600 shares changed hands for cash, opening at 130, rising a point, closing at 130.50; for end of May 3000 were sold, opening at 134.50, fluctuating between 134 and 135, and closing at latter rate. The Scrip fetched 84 for cash and 87.50 for end of May. Credito Real were quoted at 140 cash and 141.50 end of May. Banco Nacional for same date fluctuated between 254 and 256, closing at 255.50, but there was a lack of animation in the operations. As usual, National Cedulas keep well up; but Provincial series, although a trifle better than yesterday, still look rather weak-kneed.

Wednesday, May 1st.

Business at the first ring to-day was important, marking an advance in almost all the stocks. The National Bank Shares held their own, fluctuating between 254 and 255 for end of month, closing at 254.50. A heavy business was transacted in Constructors for all dates, the prices advancing to 132 for cash and 135 end of month. Credito Real were done up to 140 for cash, and La Plata Moles at 149 for end of month, the latter now shewing an advance in its quotations of nearly 20 o/o in a month. Catalinas opened at 152 for cash, but closed a point lower. Bolsa Bank Scrip was quiet at 58 for cash and 59 end of month, and La Plata Market Scrip at par for same dates. A notable improvement was remarked in the Provincial Cedulas, which looked so weak a few days ago; M and N advanced to-day to a 77 o|o quotation, and the O closed at 76. The improvement was the subject of much comment in the hall.

Chivilcoy has sent an application to the Immigration Office for 300 able-bodied immigrants to assist in getting in the maize crop, which is said to be something tremendous. The hands will be paid 50 cents per hectare with board and lodging found, and will be guaranteed permanent work on the chacras.

Other important sales of estancia lands reported to-day were: 15 leagues in Lincoln occupied by the Belgian company at 40,000 nats the league, sellers Harilaos and Douse, buyer Mr. E. Balsa for a syndicate; 8.000 hectares in XVII section Provincial territory at 22 dollars the hectare, being in immediate vicinity of the new line of railway from 9 de Julio to San Rafael: 1600 hectares in Magdalena, known as the Newton camp, alongside the Canada Larga, at 350 dollars the square.

Thursday, May 2nd.

Business on 'Change to-day was very quiet, and it seems as if matters are settling down into a normal groove, which in the opinion of many brokers will last for some time. Stocks at the first hour were in good demand, rates being sustained and heavy lots passed. As for the sovereign stock, it fluctuated between 252.50 and 254, closing at 253.50; this would read like steady improvement, but for the fact that at every advance sellers swarm like bees, probably warmed to the attack by the success of the bearish speculation last month. Constructors were picked up in large lots for cash, opening at 131 and closing at 132, and it is said that a syndicate is working to put up this stock. Credito Real were firm at 140 cash and 141.50 end of month. Pobladora and La Plata Moles declined a trifle to 133 and 147 respectively Obligations were in stiff demand, due to the approach of the drawing; they closed at 14.90 for cash and 15 end of month. In Cedulas the movement was important, and rates were well sustained, even in the Provincial series.

The meeting of shareholders of the Banco Agricola Comercial del Rio de la Plata took place last night, Dr Bernardo Irigoyen presiding. The report dates from the starting of the concern. Up to 31st March the capital paid up and invested amounted to 4,342,627 m|n. Only some six properties were sold by way of trial, the result being most satisfactory, shewing a net gain of 30 p.c. After putting 10 p.c. to reserve fund, 5 p.c. to increase capital, 10 p.c. to remunerate board, there remained a balance to the shareholders equivalent to 10 p.c. for the year.

BIRTHS.

On the 26th April, at 1039 Bolivia, the wife of Guillermo Ayr, of a son.

On the 12th April, at Las Tocayas, Giles, the wife of Mr. Edward F. Morgan, of a daughter.

DEATHS.

On the 26th inst., at Quinta Sta. Lucia, Chascomus, Mr. John Gravell, aged 73, native of Epworth, Lincolnshire.

On the 27th inst., at Quilmes, Elizabeth Yates de Godoy, aged 58 years. R.I.P.

On the 1st May, at 1729 Calle Zeballos, José Fitzgerald, aged six years.

On the 23rd April, at his Estancia Sta. Clara, in San Pedro, Mr. Denis Austin, native of Co. Wexford, Ireland, in his 54th year, deeply regretted by his sorrowing family. R.I.P.

On the 2nd May, at Junin 546, James O'Farrell, aged 88.

On the 23rd April, at his residence, Arenales 3146, Frank Ernest Thicke, architect, aged 43.

On the 23rd April, at 618 Calle Reconquista, John A. Luis, youngest son of the late James Anderson, aged 24 years.

On the 24th April, at her residence, in the Partido of Suipacha, Mrs. Gerald Ballesty, aged 67. R.I.P.

Republica Argentina

Banco Hipotecario Nacional

En el sorteo practicado por el Directorio en el dia de la fecha han rescatadas á la par las siguientes Cédulas:—

SERIE A.

CON CUPON DE 1° DE OCTUBRE DE 1889

DE ps. 1000.

70 92 183 581 666 908 972 1103
1236 2414 2999 3012 3156 3634 4059 4227
4633 5020 5142 5516 5899 6261 6945 7339
7139 8073 8089 8381 8425 8911 9148 9607
9974 10588 10630 10919 10988 11334 9571 9667

DE ps. 400.

37 60 108 297 466 556 559 563
1264 1433 1654 2358 3163 3372 4204 4651
4927 4966 5022 5179 5713 6437 6588 7639
8179 8401 9062 9121 9134 9180 9506 9999
10612 10689 10878 10958 11021 11522 11594 11596
11891 12450 12876 12949 13004 14223 14232 14356
14518 1243

De ps. 200

370 1431 1580 2400 3314 3468 3470 4014
4797 4883

De ps. 100

33 72 83 106 239 276 347 691
851 872 1263 1764 1837 1850 1857 1925
1929 1963 1968 2145 3145 3197 3216 3286
3325 3351 3380 3520 3594 3816 4000 4126
4158 4223 4260 4311 4366 4735 4741 4761

DE ps. 50.

90 137 655 1066 1175 2044 2210 2240
2276 2860 3095 3127 3347 3351 3398 3918
4236 4481 4673 4713 4719 4782 4835 4985
5013 5289 5502 5772 5815 5885 6150 6408
6699 6967 7114 7241 7283 8871 9581 9930

NOTA—Estas Cédulas se pagarán desde el 1. de Julio de 1889 en adelante.

SERIE C

CON CUPON DE 1. DE OCTUBRE DE 1889

DE ps. 1000.

563 836 929 1557 1651 1736 1981 2654
2783 3904 3953 4604 5157 6259 6671 6953
7258 7412 7664 8279 8356 8462 8832 9500
9502 9606 9641 9974 10170 10990

De ps. 500

78 205 267 306 511 1111 1378 1384
1449 1577 1950 3950

De ps. 200

37 731 817 876 1039 1154 1184 1309
1348 1821

De ps. 100

14 266 448 621 955 1347 1466 1734
1902 1989 2022 2165 2367 2521 3384 3633
3672 3860 3887 3944

DE ps. 50.

69 108 322 549 556 578 1166 1178
1219 1324 1338 1380 1456 1563 1623 1669
1952 2017 2110 2121 2163 2236 2352 2392
2411 2459 2510 2626 2629 2634 2668 2701
2710 2772 2778 2807 2862 3045 3064 3101
3111 3117 3200 3235 3244 3423 3438 3451
3493 3566 3601 3681 3738 3812 3843 3844
3887 3947 3985 3995

NOTA—Estas Cédulas se pagarán desde el 1. de Julio de 1889 en adelante

SERIE D.

CON CUPON DE 1. DE ABRIL DE 1890

De ps. 1000

155 460 583 693 811 972 1253 1379
2309 2655 2713 2716 2791 2932 3267 3401
3404 3506 4180 4812 5106 5219 5220 5222
5288 5614 5786 6192 6755 6773 6861 6921
7212 7852 7854 8058 8208 8454 8537 9833
8921 9037 9115 9117 9471 9625 9792 9882
9907 10011 10296 10717 11186 11371 11987 12063

De ps. 500

139 462 863 996 1015 1316 1386 1711
1990 2465 2874 2901 3385 4162 4168 4756
5110 5407 5414 5595 5709 5714 5810 5861
5892 5930 6045 6067 6689 6632 6917 7079
7178 7210 7325 7465 7617 7683 7710 7792

DE ps. 200

59 187 269 278 297 674 771 862
1225 1256 1443 1679 1724 1945 1986 1977
2142 2152 2445 2477 2682 2819 3115 3142
3260 3318 3371 3830 3851 3972

DE ps. 100.

49 256 314 420 459 632 732 828
1040 1343 1330 1339 1554 1786 1862 1933
2025 2157 2198 2647 2703 2800 2963 2987
3008 3014 3325 3615 4018 4089 4440 4447
4768 4816 5310 5405 5578 5686 5771 5820
5839 6627 6231 6572 6619 6709 6850 7009
7268 7873

De ps. 50

61 90 117 142 245 440 540 570
683 842 858 896 1071 1142 1313 1336
1408 1465 1515 1529 1548 1569 1574 1580
1658 1736 1965 2053 2213 2211 2308 2468
2479 2501 2520 2545 2626 2734 2837 2440
3040 3061 3156 3235 3242 3285 3359 3419
3586 3672 3703 3750 3882 3911 3918 3961
4122 4350 4374 4540 4621 4684 4790 4805
4998 5031 5226 5230 5339 5387 5473 5489
5531 5567 5595 5674 5603 5709 5713 5822
5866 5797 6004 6249 6288 6340 6352 6381
6521 6536 6543 6556 6613 6803 6723 6924
7147 7168 7177 7188

NOTA—Estas Cédulas se pagarán desde el 1. de Octubre de 1889 en adelante.

SERIE E.

CON CUPON DE 1.° DE ABRIL DE 1890.

De ps. 1000

107 183 317 440 792 2027 2038 2114
2115 2209 2370 2951 3120 3132 3137 3401
3565 3621 3808 3834 4242 4326 4358 4380
4486 4515 4786 4835 5325 5350 5947 5989
6036 6274 7043 7184 7504 7615 7942 8160

De ps. 500

84 53 151 256 535 663 938 1099
1131 1378 1585 1661 2491 5645 2701 2759
2775 2788 2912 3145 3469 3487 3540 3581
3915 3956 4371 4687 5152 5338 5738 5831
6318 6354 6664 6944 7419 7485 7622 7968

De ps. 200

60 792 819 842 912 1017 1025 1164
1639 1644 2062 2186 2838 3067 3231 3232
3235 3244 3349 3831

De ps. 100

6 82 388 432 510 677 911 1383
1424 1442 1633 1641 1858 1953 2151 2692
2918 3216 3473 3542 3658 3760 3904 4033
4150 4182 4289 4671 4706 4955

De ps. 50.

3 13 38 95 104 114 127 145
208 238 257 281 334 356 373 377
331 508 520 559 591 617 669 702
810 812 872 904 916 960 1040 1077
1103 1119 1145 1150 1177 1232 1333 1349
1365 1391 1405 1412 1414 1436 1457 1475
1526 1586 1581 1592 1614 1622 1663 1671
1696 1706 1710 1715

Nota.—Estas Cedulas se pagaran desde el 1° de Octubre de 1889, en adelante.

SERIE A, Oro

CON CUPON DE 1.° DE ABRIL DE 1890

De ps. 1000.

568 686 933 959 1388 1474 1546 1574
1880 2414 2629 2630 2636 2654 2980 3252
3316 3448 4005 4048 4122 4194 4443 4762
4816 4879 4881 5159 5521 5529 5627 5709
5925 6169 6775 6881 6952 7495 7512 7544
7923 8519 8767 9331 9345 9354 9456 9859
10622 10718

De ps. 500

142 437 453 566 710 737 822 869
926 1038 1232 1321 1331 1644

DE ps. 100.

127 227 485 577 800 812 814 984
1214 1259 1446 1464 1495 1515 1597 1633
1656 1700 1734 1936 1945 2063 2067 2103
2131 2281 2487 2561 2794 2832 2896 2907
2996 3033 3197 3244 3301 3310 3328 3990

DE ps. 50.

3 4 5 8 17 20 21 22
26 39 46 48 50 51 54 61
70 71 74 79 87 88 89 94
96 107 108 118 119 123 133 135
136 145 148 151 153 158 166 169

NOTA—Estas Cédulas se pagarán desde el 1° de Octubre de 1889 en adelante.

Bs. Aires, Abril 7 de 1889.

J. A. GARCIA, Presidente.
ALBERTO MENDEZ, Secretario

Sorteos de Cedulas anteriores

SERIE A

CON CUPON DE 1.° DE OCTUBRE DE 1887
De $ 200— 2662
De $ 100— 980

CON CUPON DE 1° DE ENERO DE 1888
De $ 1000— 280 2367 4302 7593
De $ 400— 1105 12690 13802 14103
De $ 200— 2821 3552
De $ 100— 4356
De $ 50— 599 5163

CON CUPON DE 1°. DE ABRIL DE 1888.
De $ 400— 113 4138 9104
De $ 200— 664 1913 4762
De $ 100— 539 4119 4753
De $ 50— 82 3162 3387 7206

CON CUPON D 1° DE JULIO DE 1888.
De $ 1000— 2181 2228 3105
De $ 400— 1227 6000 6157 7422 12251 12909
De $ 200— 662 3921
De $ 100— 964 1575
De $ 50— 470 1180 3795 8528

CON CUPON DE 1.° DE OCTUBRE DE 1888

De ps. 1000

2254 2580 3063 3335 5127 5336 7120 7404
9240 9285 9927

De ps. 400

44 2286 3248 6989 8070 8197 19370 9767
10124 10436 11657 12051 13566 14815

DE ps. 200.

727 788 892 959 1824 1846 1871 2224
2266 2644 3050 4551 4651

DE ps. 100.

168 726 927 1226 1243 1694 1745 2118
2248 2387 2615 2634 3228 3231 3306 3805
3843 4042 4064 4465 4541 4554 4587 4639

DE ps. 50.

242 577 1093 1145 1314 1351 1382 1475
1614 3000 3085 3290 3388 3606 3812 4209
4458 5165 5284 5299 5933 5951 6210 6433
6841 6853 7030 7111 7193 7200 7209 8490
9266 9282 9397 9485

CON CUPON DE 1. de ENERO 1889
De $1000—7055 11090
De $ 400—1519 4466 7205 7808 8123
De $ 200—1836 2918
De $ 100—1455 1838 3176 3386 3529 3712
4251 4720
De $ 50— 27 1325 1406 2992 3110 4752
6374 6416 6742 6918 7217 8222
8916

CON CUPON DE 1° DE ABRIL DE 1889
De $1000—1373 2634 3017 3574 4924 6215
8060 8071 11407
De $ 400— 448 2053 4365 6140 6489 7791
7934 8319 9646 10728 12543 13302
De $ 200— 483 590 950 1071 1663 2215
3481 2923 3172 3544 4295
De $ 100— 156 175 473 1094 1524 1759
1947 2028 2067 2131 2658 3065
8322 4031 4213 4234
De $ 50— 416 717 1401 1561 3213 3368
3579 4240 4651 4697 4809 4816
4867 4962 5098 5132 5221 5313
5682 5936 6020 6101 6803 7156
7395 7438 7814 7970 8461 8524
8610 8910 9385 9451 9909 9967

CON CUPON DE 1° DE JULIO DE 1889

De ps. 1000.

1100 2122 3121 5022 5431 5704 5807 6775
7159 7268 8454 9802 9989 10671 11436

De ps. 400

1289 2308 4196 5215 5422 5452 5991 7853
8983 9042 9528 10411 11346 11553 11639 11843

De ps. 200

643 1174 2207 2688 2764 2944 3039 3102
3467 3486 4034

De ps. 100

584 1823 2059 2137 2574 4105 4174 4474
4892

De ps. 50

274 1258 1494 1557 2477 2503 2507 2973
3038 3279 3613 4335 4437 4465 4484 4546
4709 5030 5745 5797 5872 6451 6344 6574
9568 6870 7112 7263 7451 7657 7717 7772
6692 8496 8533 8708 8719 8834 9011 9487
8482

SERIE B.

CON CUPON DE 1. DE JULIO DE 1888.
DE $1000— 136
DE $ 50— 855

CON CUPON DE 1.° DE ENERO DE 1889
DE $ 1000— 345 1675 1697 3858 6601 6959
7122 7273 7445 7531 8162 8639
9154 9394 9681 10147 10331 10668
11598 11658
DE $ 500— 242 1164 1203 2292 2320 3600
DE $ 200— 155 529 1153 1355
DE $ 100— 134 622 871 877 1742 1903
2010 2513 2774 2891
DE $ 50— 323 1848 2453 2772 2947 3750

CON CUPON DE 1. DE JULIO DE 1889

DE ps. 1000.

313 1536 2388 2445 2606 3104 3715 3757
4020 4841 5906 7232 9051

DE ps. 500.

302 406 436 618 1004 1240 1336 1845
2296 2838 2845 2876 3444

DE ps. 200.

90 96 311 486 500 545 615 723
789 790 797 866 952 1000 1006 1009
1037 1044 1052 1067 1673 1678 1751 1790
1905 958 997

DE ps. 100.

346 375 390 599 611 661 672 853
872 886 1017 1027 1187 1483 1555 1560
1566 1612 1648 1702 1705 1708 1710 1714
1793 1972 2009 2259 2366 2420 2424 2711
2725 2785 3079 3083 3280 3320 3334 3366
3472 3845 3931 3947 3948 3975 3383

DE ps. 50.

58 365 388 597 644 647 849 864
884 1025 1104 1120 1149 1361 1586 1698
1699 1772 1778 1791 1871 1881 1047 2385
2386 2451 2454 2156 2570 2636 2846 2921
2941 2962 3313 3741 3765 3769 3989

CON CUPON DE 1. DE ENERO DE 1890

DE ps. 1000.

62 323 500 1086 1488 1510 2474 2626
2645 2667 2833 3462 3546 3697 3821 3933
4196 4887 4930 4973 5179 5499 5742 6023
6346 6357 6507 6633 7006 7128 7221 7329
8676 8863 9549 9745 9828 9858 9836 10323
10387 10495 10911 11071 11202 11238 11370 11676
11904 9991

DE ps. 500.

150 204 481 1038 1545 1632 1895 1987
2274 2283 2415 2959 3232 3487 3506 3519
3543 3582 3813 3929

DE ps. 200.

40 69 152 153 212 274 278 294
312 405 422 424 447 494 572 628
637 719 868 916 923 926 933 1093
1113 1125 1142 1155 1157 1170 1185 1264
1288 1336 1421 1430 1486 1517 1526 1553
1581 1591 1614 1650 1668 1707 1727 1791
1914 1942

De $ 100.

119 145 173 271 328 333 357 419
491 544 619 648 682 687 738 782
815 850 852 855 860 909 1038 1060
1069 1075 1156 1254 1238 1267 1271 1288
1335 1339 1366 1395 1461 1605 1757 1833
1857 1864 1874 1895 1897 1910 1982 2028
2030 2052 2054 2068 2143 2225 2271 2293
2321 2391 2432 2460 2472 2494 2524 2588
2605 2623 990 2682 2596 2706 2714 2736
2743 2826 2883 2886 2899 2915 2921 2972
2993 3005 3012 3025 3100 3312 3340 3359
3421 3434 3436 3606 3733 3735 3741 3767
3818 3821 3853 3860

De $ 50

30 32 95 99 153 201 244 269
327 371 445 451 465 512 523 524
674 789 859 936 947 957 1008 1020
1047 1105 1106 1129 1156 1161 1241 1243
1365 1267 1492 1548 1551 1654 1684 1731
1735 1765 1770 1798 1837 1870 2039 2054
2111 2172 2189 2192 2277 2333 2342 2419
2476 2483 2514 2576 2501 2603 2640 2662
2802 2829 2873 2971 3001 3020 3024 3026
3043 3086 3089 3117 3142 3209 3218 3299
3308 3324 3328 3392 3397 3435 3424 3483
3562 3563 3616 3626 3678 3722 3732 3759
3805 3870 3911 3931

NOTA—Estas Cedulas se pagaran del 1° de Julio de 1889 en adelante.

SERIE C.

CON CUPON DE 1° DE ABRIL DE 1888.
De $ 500— 2763
De $ 100— 313 366 2203
De $ 50— 1108

CON CUPON DE 1° DE JULIO DE 1888.
De $1000— 2456 2475 6841 11780
De $ 500— 380 2577 2601
De $ 200— 1715
De $ 100— 3124
De $ 50— 466 675 1522 3221

CON CUPON DE 1° DE OCTUBRE DE 1888.

De ps. 1000.

1422 3954 4519 5092 6073 7118 7563 9523
10042 11372 11636

De $ 500— 2658
De $ 200— 624 939 1278
De $ 100— 232 1346 2001 3221 3242 3867

De ps. 50.

10 163 200 695 1013 1040 1332 1594
1712 1860 2117 2131 2361 3991

CON CUPON DE 1. DE ENERO DE 1889.

De ps. 1000

672 1364 2796 2797 6195 8665
De $ 500— 438
De $ 200— 907 1007 1812 1838
De $ 100— 318 357 1470 1505 2143 3389

De ps. 50

176 294 779 984 1382 1635 1873 2062
2112 2442 2841 2845 2960

CON CUPON DE 1. DE ABRIL DE 1889

De ps. 1000

792 1875 1886 2842 4019 4763 9116

De ps. 500

138 148 519 2001 2337 2450 2472 2699
3927

De ps. 200

202 292 375 376 392 400 528 593
1578 1985 1998

De ps. 100

157 390 1252 1348 2149 2355 2600 3207
3433 3491 3534

De ps. 50

95 271 471 497 501 565 747 1046
1182 1227 1479 1793 1870 1990 2063 2084
2721 2732 2825 3021 3255 3312 3409 3413
3501

CON CUPON DE 1. DE JULIO DE 1889
De $1000— 2122 3873 4393 6342 8375
De $500— 2075 3197 3124

De ps. 200

191 200 239 268 396 412 485 504
617 688 895 905 1057 1200 1451 1546
1554 1610 1622 1716 1751 1835 1882 1968
1986

De ps. 100

270 275 358 520 1404 2791 2889 2925
2928 2936 3130 3215 3246 3490 3964

De ps. 50

17 50 188 195 553 808 881 925
996 1007 1012 1068 1286 1792 1838 2004
2314 2399 2748 2783 2832 2975 2986 3075
3257 3293 3421 3492 3551

SERIE D.

CON CUPON DE 1. DE OCTUBRE DE 1889
De $1000— 256 977 1935 2278 2558

De ps. 50

356 359 393 490 1057 1091 1099 1640
1744 1936 2026

Buenos Aires, Abril 10 de 1889.

J. A. GARCIA, Presidente
ALBERTO MENDEZ, Secretario

The Singer Manufacturing Company
Of New York & London.
Proprietors and Manufacturers of the world-renowned
Sewing Machines.
SELL WHOLESALE AMD RETAIL ON THE
WEEKLY INSTALMENT SYSTEM
OF
Per Week $1 m/n Per Week
For catalogues, prospectuses and all information, apply to
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137—CALLE MAIPU—137
BUENOS AYRES.
193½ — Calle Mendoza — 193½
ROSARIO DE SANTA FE.

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INSURANCE COMPANY
Accumulated Fund
30,000,000 dollars gold
Charges moderate and payments liberal.
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The large Accumulated Fund of this Company offers absolute security to insurers.
The Surplus Fund of the "ROYAL" over its liabilities is larger than that of any other Fire Insurance Company in the world.
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J. R. Stafford, Manager
Piedad 476, [illegible] Ayres,
255 jll xp

QUEEN" Fire and Life Insurance Comp.
CAPITAL £2 000,000
Agents in the River Plate
MOORE & TUDOR
95, CALLE MAIPU, Buenos Aires.
Fire risks taken at moderate rates, and losses promptly settled here, full and complete powers having been conferred to the agents. Whole life, partial and survivorship, policies issued and annuities granted on equitable terms with extended range of residence.

Northern Assurance Company
LONDON AND ABERDEEN
Life and Fire Insurance Office
Capital £ 3,000,000 Sterling
Agents for the Arg. Republic
Th. Bracht & Co.
102 Calle Cangallo, altos,
The Agents have full powers to settle all claims without reference to the Head Office

North British and Mercantile
Insurance Company
ESTABLISHED 1808.
Resources of the Company as at 31st December 1887.
Authorized Capital £3,000,000
Subscribed Capital £2,500,000
Paid-up Capital £625,000
II. Fire Fund—
Reserve £1,250,000
Premium Reserve £396,642
Dividend Reserve £100,000
Balance of Profit and Loss Account £41,470
£1,788,112
III. Life Fund—
Accumulated Fund of the Life Branch £3,772,579
Do. Annuity Branch £682,436
£4,455,015
IV. Revenue for the year 1887
Fire Branch-Premiums and Interest £1,279,344
Life and Annuity Branches-Premium and Interest £653,006
£1,932,350
AGENTS
BATES, STOKES & Co.
79 CALLE MAIPU 79.

Companias Nacionales de Seguros
LA ESTRELLA
(FUNDADA EL AÑO 1865)
La Segunda Argentina
(FUNDADA EL AÑO 1877)
America
(FUNDADA EN 1887).
Direccion General
Buenos Aires, 128 Calle Florida 128.
Seguros contra incendios
Estas Compañias aseguran comprendiendo las explosiones de gas y de vapor y los daños causados por el rayo, riesgos situados en la Capital y en todos los puntos de la Republica Argentina.
Seguros fluviales y maritimos
Sobre buques, efectos, fletes, ganancias esperadas, comisiones etc.
Para convenir condiciones especiales de Seguro maritimo y abrir polizas flotantes sobre espediciones de los puertos de los Rios y de Ultramar, ocurrase á la Direccion General.

J. de BOER.
Agente General de la
Compania The Netherlands
Seguros contra incendio
(ZUTPHEN)
Agente General de la
Compañia Hamburgo
Magdeburguesa Seguros contra incendio
(HAMBURGO)
Comisario de Averias de los
Seguros Maritimos de Europa
ESCRITORIO
Calle Alsina 487, n/n, (altos)

Imperial Fire Assurance Comp.
IN LONDON
Established 1800
Capital £1,600,000
Agents for the River Plate
Rabbu, Richard & Co.
Risks taken at moderate rates, and losses settled here without reference to the Head Office in London.

GUARDIAN
Fire Assurance Company
Capital £200,000
Agents in the River Plate
MOORE & TUDOR
95, Calle Maipu, Buenos Aires.
Fire risks taken at moderate rates, and losses promptly settled here, full and complete powers having been conferred to the agents.

UNION
ASSURANCE
SOCIETY
FIRE AND LIFE
Instituted in the reign of Queen Anne
A. D. 1714
Head Office: 81 Cornhill, London, E. C.
Capital fully subscribed, £300,000
Total invested funds exceed £2,000,000
Total Annual Income £275,000
The undersigned having been appointed Agent of the above Society at Buenos Ayres and Rosario is prepared to issue polices against Fire, on the usual terms.
ED. BRANDT
BUENOS AYRES
383 — CALLE ALSINA — 383
Brokers wanted.
489 m19 xp

Notice of Removal—James Pollard's Carpinteria and Furniture making Shops are now removed to Banfield Station, where every attention will be paid to orders veretofore
193 10xpa

SOCIEDAD ANONIMA
"La Constructora de Lomas de Zamora."
FUNDADA EL 2 DE FEBRERO DE 1889
Capital autorizado:—$5,000,000 m/n
" emitido:— 1,000,000 m/n.
En Series de 2,000 Acciones de $100 c/u.
Considerandose Fundadoras las Dos Primeras Series
PARA OPERAR CON PREFERENCIA EN
El Partido de Lomas de Zamora
Objetos de la Sociedad
1. La compra, permuta, venta, hipoteca y locacion de fincas y terrenos;
2. Construccion de edificios por cuenta propia, y
3. Por cuenta de particulares.
4. Hara prestamos sobre hipotecas y sobre construcciones. Recibir depositos á plazos.
5. Celebrará contratos relativos a obras publicas y en general todos aquellos que se refieran á la propiedad raiz.
Por estar suscrita la primera, se ofrece al publico, la Suscricion de la segunda Serie de 2000 acciones de $100 m|n cada una, pagaderas en la siguiente forma:—
10 o/o al suscribirse;
10 " " aprobarse los estatutos;
15 " á los sesenta dias;
15 " " " " siguientes, y el
50 " restante en cuotas trimestrales de 10 o/o.
Directorio de la Sociedad
Presidente—Sr. Juan Manuel Martinez
Vice id —" Felix R. Rojas
Tesorero—" J. Mohr Bell
Vocal— " Pedro J. Coni
" —" Mariano Marenco
" —" Felipe P. Rodriguez
" — Dr Juan A. Areco
" —Sr. H. E. Oxenford
" —" F. C. Cook
Suplente—" Tomas Dodds
" —" Sebastian Martinez
" —" Dionisio Pardo
" —Dr. Miguel L. Noguera
Puntos de Suscricion
En Buenos Ayres
Escritorio del Sr. J. Mohr Bell, Cangallo 541
" " Peralta Martinez, Alsina 555
En Lomas de Zamora
Local de la Sociedad, Calle Laprida 25
Banquero de la Sociedad
El Banco de la Provincia.
4 31 2 my17

THE
New Zealand and River Plate.
Land Mortgage Co., Ld.
Subscribed Capital—£2,000,000
HEAD OFFICE
1 Leadenhall Street, London, E. C.
CHIEF NEW ZEALAND OFFICE
Queen Street, Auckland.
CHIEF RIVER PLATE OFFICE
Calle Reconquista 412, Buenos Aires
This Company makes loans on Mortgage of Real Estate in the Argentine and Uruguay Republics, and will undertake all Mercantile and Financial business both here and in London.
Any further information, forms of application &c. can be obtained at the office of the Company.
H. Alfred C. Cox, Manager.
Local Director—ROBERT M. RAMSAY.
Agents in Rosario de Sta. Fe—ERNESTO DAVIS & Co.
Do do Montevideo— J. J. HOBE.
22o jll xp

Royal Mail Steam Packet Company
The steamship
ATRATO
6000 tons 6800 horse power
Capt. R. L. Dickinson
Will sail on 14th May
For Vigo and Cherbourg direct.
and will be followed by
DON
3805 tons 3486-horse power
Captain A. Hart Dyke
Will sail on 11th June
Direct for Vigo. Cherbourg, Southampton and Antwerp.
These steamers will load for any other continental port than ANTWERP if sufficient inducement offers.
Mails, Specie, Cargo and Parcels to all the above ports.
These steamers are provided with every accommodation for carrying passengers, and table-wine is given to all classes.
RETURN TICKETS
Are grandet to 1st class passengers with deduction of 25 o/o on passage money.
FAMILIES AND COMPANIES
A considerable reduction is made in their favor.
Persons wishing to bring out their friends from Europa can arrange with the Company's Agent on reasonable terms.
HENRY L. GREEN
Reconquista 412 n/n.
Agents in Rosario—Messrs. Barnett & Co.

REGULAR GERMAN MAIL
Hamburg-South American Steamship Co.
REGULAR LINE BETWEEN THE
River Plate and Hamburg.
(direct)
URUGUAY, H. Mahlmann April 28
BELGRANO, J. Riedel May 9
DESTERRO P. H. Dreyer May 17
For Antwerp direct
HOLSTEIN J. Haveker April 30
Names of the steamers—
VALPARAISO, BUENOS AIRES, ARGENTINA, HAMBURG, MONTEVIDEO, PARANAGUA, DESTERRO, SANTOS, CORRIENTES, URUGUAY, PETROPOLIS, TIJUCA, RIO, CAMPINAS, ROSARIO, OLINDA, BAHIA, CURITYBA, PERNAMBUCO, PORTO ALEGRE, CEARA, SAN NICOLAS, LISSABON, BELGRANO
All these Steamers carry Physician and Stewardesses.
Carrying Cargo, Parcels, and Specie
These steamers receive cargo for
BREMEN
And Ports of Sweden and Norway.
Transhipment of same in Hamburg ing on account of the Company.
For freight, passage, and further particulars apply to the Agents
LUDERS & CO.
861, — Rivadavia — 861.

Imperial German Mail
Norddeutscher Lloyd.'
Regular Line between the River Plate and Bremen via Vigo and Antwerp.
The Steamship
Graf Bismarck sails on —th May
Baltimore 25th May
Strassburg do 10th June
Hannover do 25th June
All these Steamers take 1st and 3rd class passengers, carry Physicians and Stewardesses. Receive cargo, specie, and parcels to all the above ports and subject to transhipment for
HAMBURG
And ports of England, Holland and in combination with the
Forenede Dampskibs Selskab in Copenhagen
From Antwerp to and from the ports of Norway and the Baltic.
The Company covers Insurance on Specie shipped in their Steamers.
Prepaid-Passages issued to those wishing to bring out friends.
For freight and passages and further particulars apply to—
E. von Emster, Agent
MAIPU 185

LA VELOCE
Quickest route from the River Plate to Europa
for Las Palmas, Tangers, Barcelona Genoa, Naples
By the splendid steamers of the line
Nord America, Napoli, Duchessa di Genoa, Vittoria, Duca di Galliera, Europa, and Matteo Bruzzo
The splendid steamer
Vittorie
leaves on 3rd April.
For freight etc. apply to the General Agent
P. CHRISTOPHERSEN.
Buenos Aires, Calle Cuyo 255,
Montevideo, Piedras 144,
Rosario, San Lore
San Nicolas, Com 4.

Messrs.
Albert Gebbie & Co.
are now showing their
Summer Stock,
comprising a varied assortment of
LADIES' DRESS MATERIALS, PRINTS, MUSLINS, &c.
New Stock of
Ladies', Gentlemen's and Children's Hosiery. Ladies' Corsets, trimmed Skirts, Chemises and Night Dresses.
New stock of Haberdashery, Gentlemen's Shirts in white Piqué Fronts, Regattas, Oxford, &c. Belts, Braces, Collars, Cuffs. Scarves, &c. Zeno and Co.'s Perfumery. Solid Portmanteaus, English Saddles, Waterproof Overcoats and Circulars Waterproof Ponchos. New Summer Tweeds and Serges
Albert Gebbie & Co.
Warehousemen
51—DEFENSA—51
189 NEW NUMBER 189

Subscriptions for 1889.

Camp	$19.00 per year.
City	1.40 per month.
Banda Oriental	16.00 gold
To Europe, Daily STANDARD	£4 per year
Packet Edition	£1
Weekly STANDARD (Camp)	$9.00 per year,
Weekly STANDARD (for Europe)	£2 per year.
Handbook of the River Plate	$2.50
Dictionary of Statistics	2.50
History of Prices	2.50
English in South America	2.50

M. G. & E. T. MULHALL.
January 2nd, 1889.

THEATRES

Politeama Argentino, Empresa G. Giacchi. 2nd gran tournée artistica de Adelina Patti, bajo la direccion de G. Giacchi.

Variedades—Folies Argentinas.—Direccion Sorlet. Re-apertura con la nueva compañia francesa. Funcion todas las noches.
Sabado 4 de Mayo
Giroflé-Girofla
Domingo 5 de Mayo
Gran Fiesta Patriotica Francesa
Le Petit Faust

Plaza Euskara—102ª funcion de la Temporada (fuera de Abono)
Jueves, 2 de Mayo de 1889, a las 2 p.m.

Flores Collegiate School

(Incorporated with the National College for the whole course of 6 years.)
Nos. 37, 39, 41 Rivadavia, Flores
Head Master:—Rev. Gybbon Spilsbury, M. A., Th. D.
Professors:—Doctor Pené, Messrs Lynch, A. Lechavetois B. A., B. Vignau, Lieutenant Baigorria.
Boarders, Half-boarders and day pupils.
4 548 m21 xp

Club Concordia

1235. — CALLE CUYO — 1235.
SUNDAY, 5th MAY 1889
PROGRAMM
Wie zwei Tropfen Wasser
Lustspiel in 1 Aufzuge von Moser.
— Personen —
Dr. Julius Wirbler, Advocat
Pfitzner, Waffenlieferant
Ida, Wirbler's Frau
Henriette, Pfitzner's Frau
Philipp, Wirbler's Bedienter
The scene takes place in Wirbler's house.

Backfishstreiche
Schwank in 1 Aufzuge von G. Schaumberg
PERSONEN
Zinselmann, Rentier
Ursula, seine Frau
Richard von Helmburg, Lieutenant
Gretchen, Nichte von Zinselmann
Jonas, Bedienter

SARVULADIO
Wiener Gesangsposse in 1 Aufzuge von J. Turtl,
Music von A. Aronsohn.
— Personen —
Zipfelberger, Rentier
Anna, seine Tochter
Schwammert, Käsehändler
Karl, Schustergeselle

N.B.—Tickets are to be sold at $2 m/n at La Perla del Oriente, Gmo. Hasenbalg, Calle Victoria 613, Armeria Nacional, C. Sennewald, Calle Artes 122; Bazar Moderno, Albert Braun, Calle Florida 314 and at the office of the "Deutsche La Plata Zeitung," Calle Cuyo 736; 594 a26 m5

English Furniture

Messrs.
H. C. THOMPSON & CO.
Have pleasure in announcing that in addition to their usual varied stock of
First Class English Furniture
they are now receiving a few select suites monthly in rare woods and of more elaborate design and workmanship
Messrs. H. C. THOMPSON & Co. having the command of all the
Best Furniture producing Factories
England, are able to show a MORE EXTENDED ASSORTMENT and offer the at lower prices than any firm manufacturing all their own goods.
H. C. Thompson & Co.
380 n/n CALLE ARTES 380 n/n
AND
110 Cannon Street, LONDON
430 j 27 xp

BOOK

NIGHT AUCTION!

Printed Books in all Languages.

Messrs. A. Bullrich & Co.
WILL SELL OFF AT
Public Auction
Without Reserve, at their Mart
482—CALLE ALSINA—482
On the nights of
Monday 13th and Tuesday 14th
At 7:30 O'clock of Each Evening

204 LOTS

Of Valuable Books sent out by the noted London bookseller
Bernard Quaritch
Of 15 Picadilly.

Comprising Dictionaries and Grammars in several languages, Splendidly Illustrated Works in folio and smaller sizes, Scientific Works by Agassiz and other great authors, Books [illegible] of the globe, some [illegible] Costume Books [illegible] Architecture [illegible] Works on Ornamental [illegible] Gillray's Cari[illegible] volumes [illegible]), Hogarth's Works, [illegible] plates, Owen Jones' [illegible] Grammar of Ornament, numerous Engraved Plates finished in gold and colours, Ottley's Italian and Florentine Schools fully illustrated, superb plates, etc., and many other noble works, for which see Catalogue, to be obtained on application at the rooms of Messrs. Bullrich, Calle Alsina 487, or the consignees.

WILLIAN MACKERN E HIJO,
233 Florida.
66 3my14

Ginebra de Holanda
DE
Superior calidad
MARCA
"Real Hollands"
Proprietarios é Introductores Unicos
en la Republica Argentina
Wm. Paats & Co.
Bolivar 260-262.
a xp

BLACKSTONE & CO.
ENGINEERS,
Stamford, England,
Manufacturers of the Celebrated
Stamford Horse Rake
The Cheapest, Strongest, and Best
AND
Specially adapted for Alfalfa;
ALSO
Horse Gears, Chaff Cutters, Harrows, &c.
AGENTS
Moore & Tudor,
BUENOS AIRES, ROSARIO, & MONTEVIDEO.
315 jan15jy15

ON 'CHANGE.

Friday, May 3rd.

	FIRST RING	SECOND RING
National Bank Shares	252.00	251.00
Banco Constructor	132.00	132.00
Scrip 70 o/o paid	85.50	87.00
Obligaciones	14.80	15.00
Banco de la Bolsa	57.00	57.50
French Bank	—	117.00
Credito Real	141.50	141.50
Banco Sud-Americano	—	—
Flores Constructor	—	—
Commercial Bank	—	—
Catalinas Moles	—	—
Teleg.-Telephone Co	—	—
Constructora Argentina	—	—
Ditto 40 o/o Scrip	—	—
La Plata Moles	146.00	—
General Pobladora	—	133.00
F.C. Pobladores	—	—
La Plata Market Scrip	—	—
Nat. Cedulas—C	85.00	—
" " A	—	93.00
" " A	— gold	—
" " D	—	79.50
Prov. Cedulas A	—	94.00
" " F	—	—
" " L	78.80	79.00
" " M	76.90	77.00
" " N	77.00	77.10
" " K	78.70	78.80
" " O	76.40	76.10

Business at the first hour shewed that National Bank Shares are still inclined to sink, and parties are already talking of a 240 p.c. quotation, although they closed at 252 for end of month. The tendency, however, is undoubtedly weak, as parties who had money lent out on the stock have taken alarm at the unsettled state of the market and prefer to realize until matters settle down. On the other hand, capitalists will take advantage of the fall to pick up the shares at low rates, as for such a splendid concern the price of the shares is now very low. The other values were quiet, Constructors and Credito Real being stiff, and Bolsa Bank steady. La Plata Moles declined to 143 for end of month, and there seems to be little inquiry for this stock. Cedulas all round were active and prices looked up, probably due to the splendid interests which the various series now offer investors, combined with the sound position in which Governor Paz's message places the bank.

The National Bank to-day gave out the following amounts of gold, by order of Minister Varela;—

	Amount	Price
W Cops	10,000	156.00
Devotto Hnos.	10,000	156.00
F Seimar	10,000	156.00
E Jansen	10,000	156.00
C Meya Bogt	10,000	156.00
Plate and Sager	10,000	156.00
F Contelli	2,000	156.20
H Falcon Tomar	10,000	156.20
Fad Hnos.	1,000	156.20
E Smit	1,000	156.20
N Acevedo	10,000	156.20
S Oswald and Co	10,000	156.20
A De Nevares	1,203	156.20
S Sarraten	150	156.20
Gath and Chaves	2,300	156.20
Arquedo and Dorado	10,000	156.20
M Posse	8,750	156.20
O Smidt	10,000	156.20
T Marini	7,000	156.20
M Wernor	8,930	156.20
Hartz	10,000	156.20
Kruts	10,000	156.20
Wippering Kirchofer	10,000	156.20
Beidstun	10,000	156.20
Total	$200,333	

The Bank gave yesterday $783,540.36 at 156-155-50-60.

The following is a summary of operations effected this afternoon during the first ring:—

National Bank Shares—
May 31st 4,600 at 252.50-251-252
June 30th 600 at 255-254
5,200
Banco de la Bolsa—
50 o/o paid up—
For cash 200 at 57
May 31st 900 at 58.50-58-58.50
La Plata Moles—
May 31st 500 at 148-146
Credito Real—
May 31st 2,300 at 141-141.50
June 30th 900 at 144.50 - 145 - 144-50
Banco Constructor—
For cash 400 at 132
May 31st 2,000 at 134-135-135.50
Scrip:
70 p.c. paid up:
For cash 100 at 85.50
May 31st 700 at 87-78
Obligaciones—
For cash 200 at 14.80
May 14th 1,500 at 14.80-90
National Cedulas—
For cash B 2,000 at 90
For cash C 20,000 at 85
For cash E 25,000 at 78.30
Provincial Cedulas—
For cash G 6,000 at 73
For cash K 28,000 at 78.60-70
For cash L 20,000 at 78.60-80
For cash E 14,000 at 73.50
For cash M 66,000 at 77-76.90
For cash N —— at 77.10-76.90-77
May 8th N 30,000 at 76.80
For cash O 38,500 at 76.20-40

No less than 100 properties are to be brought to the hammer by the Provincial Mortgage Bank. The debtors have been so morose in fulfilling their engagements with the bank that the latter has determined to foreclose and realize.

We see by La Plata advices that the board of La Territorial has resolved to burn 50,000 shares, this method of reducing the capital having been resolved on at the last meeting of shareholders. The shares will be burned on the 13th inst., with customary formalities. One hundred thousand have still to be similarly disposed of before the reduction of 15 millions contemplated is complete.

The sale was reported to-day of Dr. Walker's quinta in Caballito, close to the Fronton Nacional, and containing some 47,000 square metres. Mr W Wythes is the buyer. Price paid 250,000 Nats. Messrs Collet and Llambi sold by auction yesterday the property Calle Cochabamba 1179, between Lima and Salta, at 34 dols. the square yard, or say 25,500 m/n.

The sale was reported to-day of 31,604 square metres in Flores belonging to Mrs. Oromi Lohesic for 107,617 dols.; the property is in the Calle Boedo alongside the Bustamante property and the buyer is Mr. Gmo. Gonzalez. Two house properties in Calle Santa Fe, Nos. 1971-73,1979 and 1983, one occupying 6½ x 43 metres and the other 7 x 7 metres, have been sold to Mrs. Urquiza de Vinas for 100,000 dols; seller, Mr. N de Vivar. The house property Calle Azcuenaga, 964 has fetched at auction 17,300 dols.; buyer, Mr. E. F. Giraldez.

Messrs. Samuel B. Hale & Co. have advised the Home Minister to-day that the company formed to take over the City Improvement Works is now duly constituted in London under the title of "Aguas Corrientes y Cloacas de Buenos Aires Limitada" and represented in this country by Mr. H. E. Anderson, so that the necessary transfer may be made as soon as H.E. thinks right and convenient.

Mr. Holtum has accepted the post of Manager of the Company Argentina de Tramways, [illegible] Barracas y the [illegible] West of the city [illegible] well fitted for the post, [illegible] a matured experience in this country, and the company could not have made a more suitable selection. We hope Mr. Holtum will give the Electric Motor a trial.

The gold and exchange market this evening presented a changed aspect from that of yesterday. Exchange is scarce, the market having been swept clean of takers. They say the largest takers are the private banks, and that now there are few bills left; and in the immediate circle of exchange brokers it was rumoured that the s.s. Milton sails to-day and take £120,000 in gold to Europe. On the other hand gold, it seems, was not so freely given by the National Bank; and this afternoon, when some brokers went to the National Bank to get answers to their applications, they found such crowds at the Bank that they had to come away without their answer. We believe the National Bank gave yesterday 300,000 nats. in gold, and 200,000 to-day. The great news on 'Change was that Sr. Sastre, President of the National Bank, had been summoned this morning by the Minister of Hacienda to the Government House, but the result of the interview was not known on the Bolsa. In the open market gold sales from house to house for the end of the month were done at 158, and for end of June at something higher. The splendid article on Curso Forsoso in this morning's *Prensa*, by "All Right", was the subject of conversation on 'Change. Everyone approves of it, and with much pleasure we translate and publish it. It will be found in another column.

Lord Mayor Seeber was crowded with visitors to-day, friends who called to congratulate him on his taking office as Lord Mayor.

The papers from Montevideo this morning bring full particulars about the monster house auction—300 dwelling houses to be sold for whatever they will fetch on Sunday in Montevido. They are sold by the Obras Publicas Company on from 20 to 30 years time. Thus, people can secure a neat house for a low price and without ready money. To judge from the advertisement the auction will be the greatest ever known in the Plate. The auction begins at 2 o'clock on Sunday, and the following are the arrangements:

At 1 o'clock 20 waggons start from the Matriz

At 1 o'clock 20 waggons start from Calle 18 de Julio and Andes

At 1 o'clock 20 waggons start from Cementerio Ingles

At 1 o'clock 20 waggons start from Calle Paysandu and Florida

At 9 a.m. 20 "vaquillonas" "con cuero" killed for breakfast

Eighty large tents put up adjoining the property for accommodation of bidders

"Carne con cuero" breakfast at 11 a.m.

Ten 'bordalesas' of wine for breakfast.

Sr. Don Salvador Gomez, we heard on 'Change, has declined to accept the important post of President of the Centro Comercial.

The s.s. Orione left Genoa yesterday with from 1100 to 1200 passengers for the Plate.

Freights are looking up and the market is very firm at present rates, which may be quoted at 10 francs for bales France and Antwerp, and 12½ marks. Grain from uprivers is shipped at 20 shillings and from this port at 12 shillings.

The wool market is a trifle flatter, prices on the week being about 20 cents lower. This decline is principally due to the departure of many French buyers by the packet who in a hurry to fulfil their last orders had rather inflated prices. The most notable sald of the week has been a choice lot solt to Mr. A. Prat at $6.70 the 10 kilos. The falling off in arrivals has been more accentuated, especially in ewes' wool.

Business at the second hour was chiefly remarkable for a galvanic spurt in the sovereign stock which took prices back to 254 for end of month, when the boom began to fizzle again and the shares closed with sellers at 251½, being half a point under the opening price. Constructors and Credito Reals monopolised the remainder of the business, both closing firm at 135 and 141½ respectively for end of month. Obligaciones improved, owing to increased demand, and closed at 15 for to-morrow and May 14. One lot of a hundred Pobladora shares was disposed of at 133 for end of month. Cedulas were quiet and steady.

The exchange market shews no new features. The rates were quoted the same as yesterday, and there was Montevidean paper offering at 47⅛d.

Mr. Hector C. Quesada has purchased 436 squares in Marcos Paz, on the Matanzas river, at 600 dollars the square.

Gold spurted up in alarming fashion today. This morning it was to be had at 156.50-70, but the news leaking out that the National Bank would receive no application higher than 10,000 dollars, the rate in the evening was quoted generally at 157.50 and 158.50 for end month, though there are few or no sellers for this date. The demands for the packet are no doubt causing undue impression in the market.

The following is a summary of operations effected this evening at the second ring:—

National Bank Shares—
May 4th 600 at 251
May 31st 7,000 at 252-254-257.50
7,600
Banco de la Bolsa—
50 o/o paid up:
May 4th 200 at 57½
May 31st 100 at 58.50
General Pobladora—
May 31st 50 at 117
French Bank—
May 4th 50 at 117
Credito Real—
May 31st 3,190 at 141.50-140-142-141.50
June 30th 900 at 144.50
Banco Constructor—
May 4th 400 at 132
May 31st 1,600 at at 134-135
Scrip:
70 p.c. paid:
May 3rd 100 at 87
Obligaciones—
May 4th 2,200 at 14.80-15
May 14th 400 at 15
National Cedulas—
May 4th A 6,650 at 93
May 4th D 57,000 at 79.50
Provincial Cedulas—
May 4th K 5,000 at 78.80
May 4th G 15,100 at 73.20
May 4th L 36,600 at 78.80-79
May 4th M 29,000 at 77
May 4th N 12,200 at 77-77.10
May 4th O 120,500 at 76.40-10
May 4th A 9,200 at 94

Mr Medici, representative of the contractors of the City Improvement Works, sent a note to the Home Minister to-day, announcing that the external connections of two districts were now complete, but that as no tariff had been fixed for the collection of the service rates, the final internal connections with the houses would not be carried out for the removal of refuse and water. As this is a very serious matter, and one entailing danger to public health, Mr Medici begs to call the attention of the Minister, as the contractors are not to blame for the delays.

Mr. Charles Sundblad has applied to the Government for approval of the statutes of the Fabrica Nacional de Ladrillos, with a capital of $200,000 m/n.

We give below a return of prices obtained in the produce markets to-day:—

The arrivals this morning were 110 waggons. The prices realized were:

PLAZA ONCE DE SETIEMBRE.

Wool, per 10 k.:	Coast wheat, 6.60-7.50 per 100 k.
Fine, 5.00-5.40 m/n	Do, Candeal, 7.50
Borrega, 4.25-4.30	Do, French, 7.20
Belly, 2.00-2.20	Maize, with bag:
Sheepskins, per k.:	Morocho, 3.40-3.80
Al barrer, 28 to 32c.	Yellow, 290-3.00
Hides, per 10 k.:	Do, unshelled, 2.00
Cow-hides, 3.90-4.00	Barley, 2.50-3.00
Calf do, 3.00	Hay, 38-42 m/n per 1000 k.
Nonatos, 2.00	Do, mixed, 28-30 per 1000 k.
Cereals, per 100 k.:	
Wheat, south, 8.20-8.30	

PLAZA CONSTITUCION

The arrivals to-day were 118 waggons of produce. The prices realized were:—

Wool, per 10 k.:	Sheepskins, per k.:
Fine, 4.40-5.75	Lanudos, consmo, 48 to 52 cents
Do, in deposit, 4.85	Desecho do, 38-42
Belly, 3.00	Estacion con., 37-42
Borrega, fine, 3.90-4.65	Do, desecho, 25-32
Do, Lincoln, 3.50	Do epidemio, 11-15c
Black, 5.00	Corderones, 30-32c.
Hides, per 10 k.:	Borrega, 34-36c.
Cow-hides, 3.90-4.10	Nutria, por lomo, 2.75
Calf do, 3.00	Cereals:
Nonatos, 2.00	Wheat, barleta, 7.80 to 8.00 per 100 k.
Horse do, 2.00-2.25	
Hay, $40 per 1000 k	Do French, 7.50

Prices of cattle in the Corrales—

	m/n.		m/n
Novillos gordos	22	to	18
1er aparte carne y sebo	15	to	8 50
2o. aparte	8	to	7
Chancheria	7	to	5 50
Terneros grandes	7	to	5 50
Id chicos	6	to	5
Cueros de novillos	6	to	5 50
Id vaca	4	to	3 20
Capones	2 30	to	2

Slaughtered, 987 head of cattle and 168 calves

Value of gold coins in national money with the premium at 157 50 o/o:—

	$ m/n.		$ m/n.
£ stg. equal to	7.93	Ounce	25.21
20 fc. piece	6.30	U.S. Eagle	16.63
20 marks	7.76	20,000 reis	17.82
Argentino	7.87	Condor	14.89
Sp. Doubloon	8.13	25 Sp. pesetas	7.87

BOLSA TELEGRAMS.

Unified Debt—
For cash, 73
Montdvideo, May 3rd.
National Bank—
For cash, 171
Comp. Nacional de Credito—
For cash, 94

Arrivals—Uruguay from Havre; Lindisfarne, Dorothy, Gatineau and Rogersen from Cardiff; Josefa Durall and Paola from Cadiz; Zeus from New York; Seocadia from Boston; Petra from Glasgow; Cellexine from Glasgow; Goadwood from Swansea; Ataulfo from Barcelona. Camilo and Silex sail.

Salidas de los Vapores de
"LA PLATENSE"
(F. Co. LD)
4 de Mayo 1889.
Para Salta los Vapores Venus y Silex.

Baker's Paint Renewer
Will revive faded oil-colours, bringing them out in bold relief and giving a higher lustre than when first painted, making them look as if varnished with the best English varnish.
It is guaranteed to last for years and costs much less than paint. It is adapted to all oil-painted work inside and outside and especially to iron, brickwork and Railway-carriages.
Sole Agents for the River Plate—
J. A. Bennet & Co.
388 — Calle Maipu — 388
BUENOS AYRES.

William & Baptiste
RESTAURANT DE LONDRES
84 Calle 25 de Mayo 84.
The best Breakfasts
LUNCHEONS
AND
DINNERS
in town.
The most varied Menu in the Republic.
MENU
Plate du Jour
May 4th.
Orientale Soup
Corbina Sherry sauce
Tagliarini alla Genovese
Beef cuttlets Brussell sprouts
Roast ducky turnips and apple sauce.
LUNCHEON.
Ox-tail soup
Beefsteak pie
Welsh rarebit
Important Notice.—All the dishes are made under the directions of the first Cordon Bleu in town.

THE
ARGENTINE CREDIT FONCIER
(LIMITED)
Capital £500,000
London Offices
75 Coleman St. L.C.
Buenos Aires Offices:
25 de Mayo No. 11.
LOCAL DIRECTORY
Sr. Don Romulo Baltoré
" Pedro Lary Storch
" P. M. Espinosa
" M. T. Sanchey
" Tomas Bradley.

This company effects loans on Mortgage of properties in the Argentine Republic as well as on all kinds of negotiable securities. Grants letters of credit on London; and is prepared to undertake the negotiation of Debentures for Companies, and sale of concessions or privileges in London.
J. P. WILEMAN
Manager pro. tem.
671 ap 29 xp

Banco Hipotecario
DE LA CAPITAL.
537 — CALLE CORRIENTES — 537
(Num. nuevo).
ABRIL 1. de 1889.
Desde esta fecha el Banco Hipotecario de la Capital, recibe solicitudes de prestamos hipotecarios sobre bienes raices, ubicados en la Capital de la Republica, y sobre construcciones á verificarse en dichos terrenos, bajo las condiciones siguientes:

Interes	7 o o anual
Amortizacion	1 " "
Comision	1 " "
Total	9 o/o anual

Pagaderos por semestres.
Recibe en deposito o caucion valores en papel y metalico, anticipa fondos sobre titulos cotizables en la Bolsa de Comercio, descuenta letras y pagares, y en general, hace toda clase de operaciones bancarios, a precios convencionales.
M. Munoz y Maines,
Secretario.
72 m3 xp

Adolfo Bullrich y Cia.
De 500,000 varas cuadradas de
TERRENO
Divididas en 100 lotes grandes y chicos, en el floreciente pueblo
Villa Mazzini
con frente á las calles Milan, Agote, Rosini, Garibaldi, Necochea, Libertad, Roma, Leonidas, Garcia, etc.
¡Sin Base! ¡Sin Pase!
á la mas alta postura, dinero de contado. Venta forzosa.
El Domingo, 12 de Mayo
A la 1 de la tarde
Venderemos por cuenta y orden de la testamentaria de la Sra. Justa S. de Garcia los terrenos arriba mencionados, divididos en lotes al alcance de pobres y ricos, hoy que Villa Mazzini se encuentra a veinte minutos de la plaza de la Victoria, quien no se hace propietario para edificarse en morada, dado los fuertes alquileres que se pagan en la capital.
Atencion pues, empleados, jornaleros, dependientes y en fin toda la gente que vive de su trabajo diario; hacerse propietario de estos terrenos es asegurarle el porvenir á los hijos.
Nos parece inutil recomendarlos, pues una vez que los vean se convenceran de su bondad.
Por planos y mas datos a nuestra casa Alsina 482.
Los interesados deben tomar el tren que sale de Central á los 12 del dia.
67 8 m12

THE
"ENGLISH"
Hosiery & Outfitting Store
596—Cangallo—596.
(Between Florida and San Martin)
Complete assortment of
Real English Goods
AT MODERATE PRICES.
Travelling Requisites, &c, &c.
xp

CIGARROS HABANOS.
H. UPMANN
Marca Registrada
Unicos representantes en el Rio de la Plata.
AUG. C. LINCK y CIA.,
BUENOS AIRES, SN. MARTIN 162 n/n
Se reciben ordenes.
614 n30

HOUSTON LINE OF STEAMERS
WEEKLY
BETWEEN
LIVERPOOL
AND THE
Brazils and River Plate
(Including River Parana ports, and the Boca del Riachuelo).
Steamer
Thessaly
Capt. Gordon, for London on or about the 16th May
Heliades
Capt. Cave, for Liverpool on or about the 18th May
For freight passage and other particulars apply to the Agents
Johnston & Co.,
365 Reconquista n/n.

"Houston Line"
Special Notice!
Intending Passengers
Are informed that the favorite steamer
"HELIADES"
Capt. Cave,
Will sail for LIVERPOOL on or about 18 May, calling at Plymouth should sufficient inducement offer.
JOHNSTON & CO.
n/n 365 Reconquisia 365 n/n
583 ap24 my18

Rosario.
BARNETT & CO.
Offer for Sale several fine
PROPERTIES
In the province of Santa Fé and Cordoba consisting of camp and town lands. Particulars on application.
Calle Puerte No. 52,
226 f14 xp

Herefords.
Se vende una cabaña de esta raza, servida por 17 años por toros de pedigree.—Para informes, Krabbé Higgins & Cia., Calle Cuyo 431. 4 1 m3

F. Nicholson
Auctioneer and Commission Agent.
Gral. Guido 482
Bolsa de Comercio de 2 a 4

CRITERION
148 — CALLE PIEDAD — 148
CAFE & RESTAURANT A LA CARTE
Wines, Liquors, Cigars, &c., of the best quality.
Fancy mixed Drinks a Speciality.
S. WOLF,
Sole Proprietor,
4 604 ap26 xp

Young Men's Association—American Church:
The Committee has much pleasure in announcing that a
Lecture
Will be delivered in the Hall at the rear of the Church by the
REV. T. H. STOCKTON
On Monday, May 6th, 1889.
Subject:—"The History of Negro Slavery in the United States."
Admission free. Commences at 8 p. m. The public are cordially invited.
41 2my5

Autumn and Winter Goods
AT THE
ENGLISH TIENDA
650—CALLE ALSINA—650
Just received the first consignment of Winter Goods, including many of the most fashionable London and Paris Dress Goods in wool, silk, plush and velvet.
Jersey Jackets of all kinds and at all prices.
Merino and silk vests, Merino socks and stockings.
Ladies, and children's hand-made underclothing at very low prices.
Girl's Jersey dresses, Boy's Jersey suits. Ladies' and children's Ulsters.
Flannels and Flannelettes in all the newest designs.
Embroidered Cashimer for trimming, in many colours.
Blankets and Quilts of all kinds and at all prices.
A new assortment of ribbons, laces and etc., patterns of all goods sent anywhere on application.
Last Season's Goods are being sold at great reduction to make room for new.
English Tienda
A. AULD
650 — CALLE ALSINA — 650
my3 xp

Furnished rooms and board to be had in a good house well situated, few minutes from Calle Santa Fe. Apply 344 Calle Sesenta; alight at Central America tram at Calle Larrea.
691 ap30 my7

Base Ball
A meeting of the American residents interested in their national game of base ball will be held this evening at 8:30 o'clock at the office of Dr. Newbery, Calle Florida, 211 n/n. All are invited to be present.
74 my3

SE VENDE, una Americana nueva de dos y cuatro asientos. Para verla Calle Alberdi 550, n. nuevo.
634 J30 nf

British Immigration Society.
Families requiring servants are requested to apply to the above office. Recoquista 365.
330 13apufn

TO LET in the house of a German family sala and ante-sala, nicely furnished, with use of piano, for a single gentleman, one and a half square from three tramways, best part of the city. For further particulars apply Calle Catamarca 535.
63 m3 10

TO LET—Comfortable rooms with or without board. Apply 638 Calle Europa; between Chacabuco and Peru.
57 3m10

An English lady, certificated, wishes to give lessons. Neighborhood of Plaza Constitucion preferred. A C P, 1433 Calle San José, Ciudad.
60 3m6

Miss Bertha Guillard has the honor to inform the public that she has recently opened an ironing establishment at 172 Calle Real, Belgrano. Every class of linen at moderate prices,
59 3m6

A Lady offers her services to nurse invalids. Address W. H, Calle Junin 464.
75 3m7

SE PRECISA—Una pieza amueblada, cerca el Hospital Militar ó Plaza Constitucion. Ocurrir Ola With, Hospital Militar.
73 3m7

An Englishman, just arrived in Buenos Ayres seeks a situation as footman in an English family or to look after one or two bachelors; is a good plain cook. Apply Footman, 381, 25th de Mayo.
68 3m10

TO LET—One or more nice rooms, with or without board. American family. 731 n/n Calle Artes.
63 3m10

WANTED—By a young Englishman a furnished room, windows to the street preferable, in Calle Caseros, near the British Hospital, or Calle Rioja, near Plaza Euskara. Address G A, this office.
61 3m10

FOR SALE—Five inch, direct-acting steam-pump, Cameron's patent, new, with extra set of valves and leathers, also 6 nine-foot lengths of 5-inch pipes and two bends; suitable for small water-works. Apply to A Gibson, new gas works, Corrales.
62 3m10

WANTED—Good and experienced Cook. Must speak a little Spanish. Good references indispensable. Apply 761 n/n Calle Libertad.
64 3m7

WANTED—An assistant salesman or junior clerk that knows dry-goods. Apply B C A, Standard Office.
65 3m7

"LA INTERNACIONAL" AGENCY; Tucuman 349 The following want places: cooks, (male and female, waiters married couples, peones, bookkeepers, housemaids, carters; porters, draughtsmen, clerks and every other kind for town or camp, with references. No commission charged Tucuman 349 Work and Labour Office.
71 3m15

ENGLAND—Ticket for man and wife, by 'Atrato', on May 14th, $110. C Benn, 472 Calle Viamonte.
70 3m7

A young lady of 12 to 15 is required. Treated as one of the family. Apply before 1 p. m. Calle Belgrano 2309.
69 3m10

WANTED—Situation as mayordomo or encargado de Estancia by a Scotchman of much experience in this province and province of Entre Rios in the management of fine animals and camp work. Can keep books and first-class references as to conduct and ability. Address, Edinburgh, Standard Office.
76 3m10

Canadian
RYE
WHISKIES
Club and Imperial Brands
MATURED IN WOOD,
OLD and MILD.
CLAUSEN'S
Champagne Lager Beer
IN PRIME CONDITION.
J. D. Gibson & Co.
116-122 PERU.
Retail at—
A. MACLEAN'S, Cangallo 535.
THE FAMILY GROCERY STORE, 546 Piedad.
AND AT
LOUIS R. SCHEINER, Cangallo
4 588 ap26 my26

L'pool Brazil and R. P. Steamers
LAMPORT & HOLT'S LINE
Departure from Buenos Aires.
ANTWERP AND LIVERPOOL
Via Bahia
MILTON, (Eng) Capt Dixon May 3
ANTWERP
Via Rio de Janeiro
ROSSE [Eng] Capt Hening May 8
Carrying the Belgian mails
LIVERPOOL
Direct.
ARCHIMEDES [Eng.] Capt. Austin May 15
ANTWERP
Via Rio de Janeiro and Southampton
COSTA RICAN*, (Eng.) Capt. Fisher May 22
(carrying the Royal Belgian Mails)
Reductions made in favor of Families and Companies. First Class Return tickets, available for 12 months: at a reduction of one fourth.
Prepared prepaid passages issued to those wishing to bring out friends.
Cargo and passengers for New York will connect with the New York boat from Rio.
N.B.—Certain steamers marked* are now specially provided for passengers, have improved accommodation and appointments, and carry Surgeons and Stewardesses.
T. S. BOADLE, Agent,
449 Calle Reconquista 449.

Lamport & Holt's Line.
Intending passengers are advised that the magnificent fast passenger steamer
"Costa Rican"
3251 Tons Capt, Fisher
will be despatched from Buenos Ayres, on
May 22nd next
FOR
Rio Janeiro: Southampton and Antwerp.
For freight, passage &c. apply to the Agent
T. S. Boadle,
449 Reconquista.
280 ap11 u f n

WHISKY
ISLAY BLEND
A small consignment of this celebrated Whisky in 2 gallons jars and in jeroboams
ON SALE AT
T. Wilson's Store
546,—CALLE PIEDAD—546.
4 653 a29 my14

W. H. DUNCAN & CO.
34—Reconquista—34
Just received a good assortment of Gentlemen's, Ladies' and Children's Boots & Shoes,
Suitable for the coming winter.
Ladies' and Gentlemen's warm-lined Slippers, all sizes.
Prices moderate.
Reconquista 34, N/N.
674 a27 my4

C. H. PRODGERS
GENERAL COMMISSION AGENCY
House Agency
COBRANCES.
GENERAL REGISTRY OFFICE
546—CANGALLO—546
IV 374 m16 xp

To Sportsmen
Interested in buying thoroughbred Race Horses. etc. etc. etc.
Lord Marcus Beresford,
OFFICIAL STARTER TO THE
English Jockey Club
Is willing to purchase HORSES, BROOD MARES, Etc. on lowest possible terms.
Direct Communication with Owners,
No Commission Charged to Purchaser
Telegraphic address—OFF, London.
Address — Lord Marcus Beresford, 10 Mandeville Place, W. London.
46 my2 nov2

Houlder Brothers & Co.'
Regular Line of Steamers.
Fortnightly Sailings
BETWEEN
RIVER PLATE AND ENGLAND
SAILINGS.
The fine new screw steamer
Zarate
Captain Driver
will sail on or about
May 15th
FOR LIVERPOOL DIRECT
This steamer is fitted with the Electric Light and all the latest improvements, and has excellent accommodation for a few first-class passengers.
Fare 25 guineas
she will be followed in May by the s.s. Zenobia and Zephyr-us.
Fare to England 22 guineas
Arrangements can be made to land Passengers at Grand Canary.
For Freight or Passage apply to the Agen's
William Samson & Co.
390-RECONQUISTA-390
Calle Bajada 48, Rosario.

Al Comercio.
Se avisa al comercio y al publico que el negocio conocido en esta plaza bajo el nombre de "Libreria y Papeleria Inglesa de Guillermo MacKern" girá desde la fecha bajo la razon social de Guillermo MacKern y hijo, segun contrato de sociedad otorgado por ante el Escribano Publico de Comercio D. Eduardo Duras.
Buenos Aires. Abril 19 de 1889.
GUILLERMO MACKERN.
618 ap27 my5

For Sale—Five inch direct-acting Steam pump, Cameron's patent; new, with extra set of valves and leathers; also six nine foot lengths of 5 inch pipes and two bends; suitable for small water works. Apply to A. Gibson, New Gas Works, Corrales.
62 3 m10

ASK FOR
Picotin
HIGH-LIFE
APPETIZER
IN EVERY
Good Confiteria
SOLE AGENTS—
Reyre Bros. & Co.
374 — SAN MARTIN — 374
3 256 ap10 jy10

James T. Ramsay, Wool and Produce Broker, Consignatario de Frutos del Pais, CALLE PIEDRAS 576 n/n.

Banco de la Provincia.
Aviso.
Se previene a los tenedores de billetes de las antiguas emisiones que dentro del termino de dos meses a contar desde la fecha, deben concurrrir al Banco de la Provincia y sus sucursales a hacer el cange de estos por los de la nueva emision de Bancos Garantidos.
EL SECRETARIO.
Buenos Aires, April 9, 1880.
250 ap10 my10


QUIBELL'S
LIQUID
DIP
Mixes instantly with cold water
Is very cheap and is used with the greatest success by the largest flockmasters in the world.
First Award with Highest Honours
Gained at Melbourne Centennial Exhibition
1888
QUIBELL'S
NON-POISONOUS
CALLE RIVADAVIA 670. — W. White.
CALLE PIEDAD, Buenos Aires.
QUIBELL'S
LIQUID
DIP
FOR
SCAB
Is a safe and infallible remedy
AGENTS:— Drabble Brothers & Co.


REMATE
—POR—
A. Bullrich y Cia
Centro Agricola General Paz
Situado en el deslinde del partido de Las Flores y Tapalque
Entre las Estaciones Pardo y Colorado del Ferro-carril del Sud, distante 2 leguas de cada una de ellas Las chacras estan todas medidas y amojonadas.
Base de venta 60 m/n por hectarea con una hipoteca, con la cual el colono puede continuar ó bien levantarla inmediatamente.
Se remataran el
Domingo, 5 de Mayo
A las 2 p m., en el mismo centro.
Al mismo tiempo se rematara si hay interesados, el magnifico palacio con 200 hectareas de tierras.
Grandes alfalfares, galpones, Caballeriza, cochera, carruages, etc. etc., animales finos vacuno y lanar etc. y un gran cantidad de utiles, instrumentos y maquinarias de labranza, sin uso, muchos de ellos aun no desencajonados; maderas, postes y alambre, etc. etc.
Nota—En la Estacion Pardo habra carruages y caballos para conducir a los interesados hasta el mismo centro.
Otra—Estos campos son conocidos por la Pacifica, La Candelaria y San Jacinto de Son Luis Goya.
Todo comprador entregara el 5 o/o al firmar el boleto.
Mas datos a nuestra casa, Alsina 482.
5ol a23 my5

Para el Chubut
El Paileboat Nacional "Patagonia" saldrá para dicho destino el 10 del corriente. Admite carga y pasageros. Verse con el Capitan Dalpiano, Piedras 579, de 2 á 3 p m
52 2 my9

Aviso al Publico.—Que he vendido a la Sociedad Anonima "La Anunciadora" todos mis contratos, con los derechos que a ellos correspondan, en el negocio de colocar anuncios en los coches de las lineas de trenvia Central, Anglo-Argentina, Capital y Rural, y en las estaciones del Rural.
Buenos Aires, Mayo 1º, 1889.
JUAN M. GAZZANO.
33 2my9

Aviso al Publico.—Que esta Sociedad Anonima, "La Anunciadora," ha comprado al Sr. Don Juan M. Gazzano todos los contratos, con los derechos que a ellos corresponden, en el negocio de colocar anuncios en los coches de trenvia de las lineas Central, Anglo-Argentina, Capital y Rural, y en las estaciones del Rural.
Buenos Aires, Mayo 1º de 1889.
R. P. SAUNDERS,
Gerente.
Piedad 556 altos.
34 2my9

The Collegiate School
Athletic Sports.
By kind permission of the B. A. C. C. the annual sports will be held at the Palermo Cricket Field, Thursday, May 30th, 1889.
Amongst the events will be a Strangers' Race, an Old Boys' Race, and one for boys from anyother school. Entries for these can be sent before the evening of May 15th the Hon. Sec. T. E. Zimmermann. 37 Rivadavia. Flores. 40 2my15

CAMPO—Ojo estancieros: Articulos de cuero crudo, como ser: lazos, riendas, cabestros, bozales, boleadoras, fiadores, sogas en general, etc., mounr as, recados nuevos y usados; la unica casa bien surtida de estos tan escasos articulos. A las tres bolas, Cuyo 30 vy 318 n/n, al llegar á 25 de Mayo.
134 ap5—m5

Notice
From the 1st of May prox. the Libreria Inglesa de Guillermo Mackern, will close at 6.30 p.m.
479 a22 my7

For Sale in Mercedes.
200 squares of the best land in the Province. The well known Archaval Camp, within 60 squares of the town. Apply to the owner. Dn. Rafael Llera, or Srs. Cildoz & Martinez. Mercedes.
411 ap17 my17

TO LET

TO LET, in rooms or the entire house, a quinta house, modern built, with every possible accommodation including fire places; stabling free of expense (furnished or unfurnished). Price moderate. Apply to Miss Killion 1467 Paraguay.
120 ap4—m4

TO LET—In a family house, a very nice little room, well furnished, with gas, carpet, etc. Price very moderate. There will be no paper at the window. Calle General Viamonte 887 nuevo, entre Esmeralda y Suipacha.
591 apa—m4

FOR SALE—Pair of horses, victoria and harness. Santa Fé 3117.
492 ap22-m5

FOR SALE—Small English gas engine very cheap; quite new. Calle 25 Mayo 562
646 ap29-m5

TO LET—In the house of an English family a sala, ante-sala and bedroom, recently furnished. Also three bedrooms, furnished or unfurnished, with or without board. 2561 Piedad.
651 ap29-m5

TO LET, in Caballito, Calle Rivadavia, in the pat way of the old Negrotto College, several houses with or without upper storeys, recently constructed, 16 varas by 77, with gas, aguas corrientes, 14 rooms, kitchen, well, etc. The street is paved. For particulars apply Defensa 235,
534 ap24-m6

TO LET—House on the barranca at Belgrano, six rooms, stables, kitchen, large garden and other offices. For further particulars apply to No. 20 Calle 11th Setiembre, Belgrano.
616 ap27-m4

TO LET—In a Quinta house, three rooms partly furnished, with or without board; also stable and coach-house. 16 n/n Avenida Montes de Oca, two squares from Plaza Constitucion.
625 ap27-m4

TO LET—Nice house in Calle Corrientes 1866 o/n between Velez Sarsfild and Rawson, Almagro, with fruit trees, plants, algibe, well and a fine hen house Tramways pass the door. Apply on the premises
627 ap27m4

Mrs. Eliza Henger, midwife, moved from Calle Viamonte 834 to Calle Libertad 779, between Viamonte and Cordoba. She offers her services and very comfortable house to ladies wishing her assistance. Terms very moderate.
635 ap27—july27

TO LET—Comfortably furnished room for single gentleman. Chile 2359.
639 ap27ufn

TO LET—Large furnished rooms for single gentlemen. Centro America 1345.
679 ap30-m14

TO LET—In the house of an English family a sala and bedroom, furnished, with balconies to the street, for single gentlemen. Apply Gen. Viamonte 472, corner of San Martin.
660 ap30-m7

TO LET—In the house of an English family, a furnished bedroom for a single gentleman. Terms $21 per month. Apply 1034 Calle Reconquista.
2m5

TO LET—Several furnished rooms, with board in an English family. Apply 3146 Arenales.
19 1m4

TO LET—Two small rooms, nicely furnished, in the house of an English family, with or without board, for single gentlemen. Apply at 240 Entre Rios, between Alsina and Moreno.
2 1m8

TO LET—With board in the house of an English family, a comfortable bedroom suitable for one or two friends. Apply E B, office of this paper.
8 1m4

TO RENT—Two rooms for single gentlemen, Calle Tacuari 1398. Tramways at the door.
6 1m4

Wanted

TO GROCERS—An Englishman wants a situation, wholesale or retail; age 28, single. Address F Grant, Standard Office.
28 2m7

SE NECESITA un dibujador acostumbrado á arquitectura. No es necesario hablar castellana Ocurrase á J M Lucas, Santa Fé 6 en la imprenta del Standard.
36 2m5

SERVANTS—Requiring good situations should apply to Mrs. Hetherington, 377 Pasco, esq. Calle Belgrano. No charge.
521 ap23-m23

MRS. HETHERINGTON'S select registry office. 377 n/n Calle Pasco, esq. Belgrano. Ladies apply between 2 and 3.
522 ap23-m23

LADY PROFESSOR—With diploma, excellent recommendations and much experience, has a few hours at her disposal daily. Thorough Spanish, German English and French; also piano, drawing and every kind of needle work. Apply Sarandi 148
520 ap23-m8

TANK for sale at a moderate price. Apply at Alberdi 228 old No., between Venezuela and Mejico
15 ja u f n

DOGS FOR SALE—Pugs, St. Bernard, Grey hounds, Dachshunds, Russian Boar Hounds, Fox Terriers, Poodles, King Charles, Hunting Dogs. Segunda Venezuela 364 n/n, atras del hospital San Roque.
151 ap5—m5

WANTED—Situation as housemaid or general servant in a small English family. Calle Medrano 123 new number, 65 old number, Almagro.
3 1m4

IRISH GIRL wishes situation as first-class cook in good English family. Apply M D, 2218 n/n Calle Charcas.
9 1m4

WANTED—Men and families for the camp, $2 to $3 per day; also men and girls for different places in the city Apply 441 Calle 22 de Mayo,

GUN—D B Breechloader, 12 bore, C F, fine twist-barrels with rebounding steel locks and solid spring less strikers and other improvements. Bargain. Letter to 1450 n/n Calle Santa Fé.

WANTED—Doctor to go to Europe in the s.s. Rosse, sailing from Buenos Ayres on May 8th. Apply to T. S. Boadle, 449 Reconquista.
506 ap23ufn

COOKS
The Union Kosmopolitan Society of cooks beg to advise families and business houses that they have opened a Registry Office in Calle Esmeralda 484, where waiters, cooks, housemaids, butlers, peons of city and camp can always be found. Parties who require servants will have their demands immediately attended to.
Note—Parties requiring cooks will not be charged any commission.
Union Telephone 1093
658 a29 my29 The Manager

WANTED—By an Englishman, just arrived, a situation in an importing house. Has been nearly 7 years in the counting house of a Manchester firm, shipping to South America, and can show excellent testimonial from late employers. Age 22. Address A J P, this office,
641 ap29-m5

WANTED—A passage to Australia or New Zealand direct, sail or steam. Address, stating lowest terms to F H, Standard Office.
617 ap27-m4

WANTED—Girl for general work. Apply Ayacucho 1249.
615 ap27-m4

MAYORDOMO—Wants a situation as manager of an establishment. Understands the management of fine animals, and the business pertaining both practically and theoretically to camp matters. Can produce first-class recommendations and certificates of competency from a well-known establishment. 12 years experience in this country. Apply by letter to Z, Standard Office.
435 20 m6

WANTED—Good plain cook in an English family To one who understands her work a comfortable home and good wages will be given. Apply Calle Alsina 2167, between Rincon and Pasco.
636 ap27-m4

WANTED—Good English gardener with good references. Single man preferred. Apply 816 Cuyo.
655 ap29-m6

COLLECTOR—An Englishman offers himself as a Collector. Has good recommendations. Apply to Collector, this office.
665 ap29-m5

WANTED—A person who understands the laying of iron pipes in the streets. Apply personally or by letter to Calle Junin 1043.
650 ap25-m5

Two or three good housemaids require situations. Apply to Mrs. Hetherington, Calle Pasco 377 n/n, esquina Calle Belgrano.
681 ap30-m3

WANTED—Situation as plain cook or housemaid in an English speaking family. Address H R, this office.
675 ap30-m6

BOOK-KEEPER—Wants a situation as Clerk or Manager of an establishment. Can give good references. Apply by letter to X, Standard Office.
623 ap29-my

LADY'S NURSE—An experienced woman offers her services as above. Can give good references, Apply Calle Europa 638.
689 ap30-ufn

MATRIMONIOS—We offer French, German, English and Swiss matrimonios with the best recommendation. Oficina de Trabajo y Colonizacion, 460 Reconquista.
685 ap30-m7

JAMES V GREENE, who replied to an advt. in Standard of 16th ult., if still disengaged, is requested to call at Runciman & Co,s Office, Piedad 427 n n.
14 1m4

OFFICE BOY—Wanted a smart boy, between 14 and 17. Must speak Spanish. Apply between 2 and 4 to Ferrers & Barbour, Alsina 319 n/n.
23 1m4

ENGLISH NURSE WANTED—To accompany a family to Europe. Comfortable situation. Oficina de Trabajo y Colonizacion, 460 Reconquista.
20 1m4

GENERAL CLERK—Wanted for a merchant's office, age about 22; must pe of English parentage; write a good hand and be able to present satisfactory references. Writer of short-hand preferred. Apply Casilla Correo 112.
21 1m8

Clerk.
Required an assistant in a merchant's office. Must write English and Spanish correctly and be well recommended. One accustomed to the handling of money preferred. Apply Casill Correo 331.
25 1m4

COOK—Wanted a situation by a German (female) perfect cook in a good house; or would take the management of a bachelor's house.—Apply to A. B, this office.
22 1 m4

WANTED—Situation by a young man as bookkeeper, correspondent or cashier. Understands English and German, and has a good knowledge of Spanish First-class references and certificates can be given. Please apply to F L, Standard Office.
12 1m9

WANTED—By a single gentleman, a small furnished bedroom within eight squares of the Plaza Victoria. Answers, stating terms; to be addressed to H K, Standard office
11 1m4

WANTED—Mayordomo, engine driver, gardener, cobrader and corredor, capataz, coachman for camp, 50 men at 1 to 3 pesos per day, families and girls for English families. Calle 25 de Mayo 441, en café.
10 1m4

YOUNG MAN offers his services as assistant gardener. Well up in his business. Apply to E A A, this office.
15 1m4

WANTED—Furnished room in an English speaking family by two English mechanics, with or without board, within ten minutes walk of the Plaza Victoria. Apply, stating terms, which must be reasonable, to "B G" this office:
1 1m4

ENGLISHMAN, speaking Spanish and of considerable experience in insurance and mercantile business will shortly be open for a re-engagement in Buenos Aires or other commercial centre. Apply to P J N, Standard Office.
640 1m4

BOOK-KEEPER—Wanted for an estancia in Entre Rios. Must have a knowledge of Spanish. Salary $45 m/n per month, including board. Apply to Runciman & Co. Piedad 427 n/n.
14 1m4

TO WHOLESALE DEALERS, manufacturers and others—An intelligent, honest and industrious man is open to engage in the above in the city of Buenos Ayres or any of the provinces. Good references etc. Apply to J H R, Standard office.
29 2m10

A very respectable young girl wishes for a situation as nursemaid in an English family; is willing to teach the little ones Spanish and English. Mrs. Hetherington, Calle Pasco 377 n/n.
26 1m5

Mrs. Hetherington has two or three very respectable young men requiring situations as cooks, waiters etc. Apply Calle Pasco 377 n/n.
27 1m8

FOR SALE—A theodolite, nearly new, by a first rate London maker. Apply to G J Hodge, almacen de articulos par maquinas, Rivadavia 719.
32 2m9

A respectable woman offers to take charge of one or two children, boys or girls. Must be over 5 years old. Apply Calle Belgrano 2978, between Catamarca and Rioja.
35 2m5

An English lady seeks a home. as companion in an English family in town, or to assist in household duties, in return for her services. Address R A, Standard Office.
42 2m17

SE ALQUILA—Dos piezas para un matrimonio ó señores solos con pension ó sin ella; unicos inquilinos. Para tratar en la misma, Calle Tucuman No. 77, en Belgrano.
38 2m5

TO BE LET—In an English house (north end of city) two or three furnished rooms, with use of kitchen, suitable for ladies or a married couple. No objection to children. Apply by letter to M X, this office.
37 2m9

EMPLOYMENT wanted by Englishman lately arrived, 32 years old, well accustomed to business, good accountant and can be highly recommended. Would take undermanagership on large estancia or other position of trust. Address D R, Standard Office.
44 2m5

GUN FOR SALE—By one of the best British makers, A first-class, hammerless, double. 12-bore B L, left barrel choked, same as new; price moderate. Address D O, Standard Office.
43 2m5

PEONES—We want 200 to cut maize; also married couples for the camp. Work we have for all who want it. Oficina de Trabajo, 460 Reconquista,
45 2m9

TO LET—In the house of an English family, square and a half from Banfield Station a large furnished room, suitable for two gentlemen friends with or without board; terms moderate. Apply by letter A B C, this office.
39 2m9

JUNIOR CLERK WANTED—Must write a good hand and be fluent in English and Spanish. Apply Bazar Ingles, 336 Floriqa.
52 2m5

WANTED—A young lady who speaks Spanish as clerk in the lady's department of the Sociedad Cooperativa de Sombreria, Calle Piedad 619.
47 1m9

TO RENT—Small bedroom, English family. Calle Moreno 535 altos, in front of postoffice,
49 2m5

SE NECESITAN—2 cobradores, 1 carredor, 1 mayordomo, 1 tenedor de libros, 3 dependientes de Almacen, 1 dibujante, 1 matrimonio, 1 cajero. "La Internacional" 349 Tucuman 349.
50 2m5

WANTED—2 female or men cooks, 1 footman, 2 housemaids, 3 married couples, 1 nursemaid, 1 foreman for tramways. La Internacional, 849 Tucuman 349.
51 2m5

WANTED—Immediately a clerk, able to correspond in English and Spanish and to assist in books. Preference given to short-hand writer. Address Casilla 166.
53 2m5

WANTED—Two, three or four well-furnished rooms for 2 or 3 Englishmen. Altos house preferred. State terms and address F P O, Standard Office.
64 2m5

TO LET—In Adrogue, [near station, for four months from end of May, a small furnished house, A H Stott, 320 Calle San Martin,
48 2m5

LADY'S NURSE—Address Mrs Worrell, care of Mr Carr, 286 Calle 25 de Mayo, entre Cangallo and Cuyo,
56 m—j

LETTERS LYING AT THIS OFFICE

Mr. Cleary, S. E. Hayman, A Fodey, L. Reblé, James G O'Farrell, R Lord, T. T. Westcombe, E Jackson, Mr. C F Wight, J. Newton 2, Sra. de Cavaller, Miss Alice Herriotts, W. A. Crawford, D. Anna Ribeira M de Barros, Elene Ganley, Mr. Schelmbacher, Mr Luis Baniche, Miss Mary J Willis, Miss Barstow, Miss Well, Mr. Baily, Miss F Draper, Thomas Dillon, W K Cunningham, Miss G Looker Miss Margaret Davis, Mr J Couglan, N M Black, J Newton, E Duron, J S Davies, Catherine Cunningham, Lorn C McLean Dr. O'Farrell, Arthur Wells, Miss Maggie Hogarth, Miss Mary Bradley, John Dalton, J J Netterfield, M. J. Barnes, Miss Bessie Rourke, Messrs Kirkham, Mr Robert H. Clar, Patrick Brophy, Mr T H Maidment, Henry Knight Esq., Mr Leonard Wolff, Tomas J O'Shea, Mr George R. Ward, Mr W Crosby, Peter Gilbert, S. Rix, Mr W S Tabor, Mr Wharty, Beresford Verschoyle.
May 4th, 1889.

Missing Friends.

Information is desired at the British Cousulate of the whereabouts or death of the undermentioned persons;—

Alfred Kerslake, was on board Argentine gunboat Constitucion November 1887.

James O'Loane, was in Concordia 2 years ago.

Juan Goven, John Weatherill, John H. Bloomfield, Hugh Shanks, John Arnold Atkinson, Arthur Wilson, William Battams, Phillip Quayle, Eugene Buckley, Andres Hernandez, Mrs Thomas and Godfrey Bevan, William Gibson, Sidney E. Cox.

RONALD BRIDGETT,
H. B. M. Consul.

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